



TRANSPORTATION ADVISORY COMMITTEE



February 20, 2025
Meeting Agenda

Virtual Meeting
via Zoom



MEMORANDUM

DATE: February 13, 2025
TO: Winston-Salem Area TPO Transportation Advisory Committee (TAC)
FROM: Kelly Garvin, Assistant Director of Transportation
e-mail: kellym@cityofws.org; office phone: (336) 747-6881
SUBJECT: Agenda for the February 20, 2025 TAC Meeting at 4:15 p.m.

PLACE: Join Zoom Meeting
<https://cityofws-org.zoom.us/j/88162365402?pwd=MgBwatyNISFnyY4DDP0cpbA3e6dwy0.1>
Meeting ID: 881 6236 5402
Passcode: 588624

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Find your local number: <https://cityofws-org.zoom.us/u/ksjmMAMDB>

AGENDA

- Ethics Awareness and Conflict of Interest Statement (Chairman, Mike Horn)
- 1. Public Comments (Chairman, Mike Horn)

Action Items

2. Consideration of the January 16, 2025 TAC Meeting Minutes. (Enclosed) (Chairman, Mike Horn)
3. Consideration of a Checklist Certifying the Winston-Salem Area Transportation Planning Organization's (TPO) Transportation Planning Process for Fiscal Year 2024-2025(WSUAMPO) (Enclosed) (Kelly Garvin).
4. Consideration of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Ridwaana Allen)
5. Consideration of a Request to Transfer Allocated Funds from Project BL-0114 and Project C-5705 to Project U-6154 and Amending the 2024-2033 Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Improvement Program (TIP) (Enclosed) (Hunter Staszak)
6. Consideration of an Amendment to the Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits. (Enclosed) (Hunter Staszak)

Information Items for Future Action

7. Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP). (Enclosed) (John Hanes)
8. Review of the City of Winston-Salem 2024 Updates to the Winston-Salem Transit Authority (WSTA) Public Transportation Agency Safety Plan (Enclosed) (Kelly Garvin)
9. Review of Fiscal Year 2026 Congestion Mitigation and Air Quality (CMAQ) and Fiscal Year 2024-2025 Carbon Reduction Program (CRP) Projects for the Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO). (Enclosed) (Ridwaana Allen)
10. Review of a Resolution Approving a Letter of Support for the City of Winston-Salem and Winston-Salem Transit Authority (WSTA) Grant Application for the FY25 Bus and Bus Facilities Competitive Program and Low or No Emission Grant Program.(Enclosed) (Hunter Staszak)

Staff Reports (Presentation by Staff at Request of TAC Only)

11. TPO Staff Reports (Enclosed)

- a. NCDOT Division 9 Transportation Projects Update (John Rhyne)
- b. NCDOT Transportation Planning Update (Pam Cook)
- c. NCDOT Integrated Mobility Division (Alex Rotenberry)
- d. FHWA Update (Nick Morrison)
- e. Piedmont Triad Regional Council of Governments Update (Carter Spradling)
- f. Forsyth County OEAP Air Quality Update (Cary Gentry)
- g. Bicycle and Pedestrian Facilities Projects Update (Ben Woeber)
- h. Winston-Salem Transit Authority (WSTA) Update (Bruce Adams)
- i. Piedmont Authority for Regional Transportation (PART) Update (Scott Rhine)
- j. Davidson County Transportation (DCT) (Richard Jones)
- k. Title VI Compliance Update (Kelly Garvin)
- l. TPO Calendar of Activities (Hunter Staszak)
- m. Infrastructure Investment and Jobs Act Funding Opportunity Report (Ridwaana Allen)
- n. Ethics Liaison (Kelly Garvin)
- o. Moving Times Magazine (Ridwaana Allen)
- p. 2050 CTP/MTP Update (John Hanes)

12. Next Meeting/Adjourn Meeting (Chairman, Mike Horn)

Next meeting: March 20, 2025

This agenda is available in alternative media forms for people with disabilities. Individuals with disabilities who require assistance or special arrangements to participate in programs and activities of the Transportation Advisory Committee (TAC) of the Winston-Salem Area Transportation Planning Organization (WSATPO) are encouraged to contact the Winston-Salem Department of Transportation at least 72 hours in advance so that proper accommodations can be arranged. For information, call 336-727-8000 (727-8319 TTY).

ETHICS

Winston-Salem Urban Area MPO TAC Ethical Requirements*

TAC members must avoid a conflict of interest. No member or their alternate may participate in any action as a TAC member if the action may result in a reasonably foreseeable financial benefit to the member, the member's extended family, or any business with which the member is associated.

A TAC member or their alternate may participate in an action of the MPO or RPO if the action is ministerial only and does not require the exercise of discretion.

TAC members must disclose a conflict of interest in writing. TAC members and their alternates have a duty to promptly disclose in writing to the TAC any actual or potential conflicts of interest, using the Abstention Form provided by the TAC Secretary.

These disclosures are a public record and must be attached to the minutes of the meeting in which any discussion or vote was taken by the TAC related to that conflicts disclosure.

TAC members must not use or disclose confidential information. TAC members and their alternates shall not use or disclose any nonpublic information gained as a member in a way that would affect a personal financial interest of the member, the member's extended family or a business with which the member is associated.

*Based on the requirements of SENATE BILL 411 (SL 2013-156), signed into law by NC Governor on June 19, 2013. The Act is entitled "AN ACT TO PROVIDE THAT THE TRANSPORTATION ADVISORY COMMITTEES OF METROPOLITAN PLANNING ORGANIZATIONS AND RURAL TRANSPORTATION PLANNING ORGANIZATIONS ARE SUBJECT TO STANDARD ETHICS PROVISIONS".

**Winston-Salem Urban Area MPO
Transportation Advisory Committee (TAC) MEETING
Meeting Date: _____**

ABSTENTION FROM VOTING

The undersigned TAC Member abstains from voting on the following Agenda items and requests that the official record of the Meeting shows that he or she did not vote on the motion:

Item _____

Reason for Abstention: _____

Item _____

Reason for Abstention: _____

Item _____

Reason for Abstention: _____

Signature: _____

Date: _____

The TAC Member should review the agenda prior to the meeting, list the agenda items or other matters for which he or she desires to abstain from voting, sign name, and give request to Kelly Garvin, Secretary to the TAC, prior to the meeting.

ITEM #2

**MINUTES
WINSTON-SALEM URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE (TAC)
JANUARY 16TH, 2024**

4:15 P.M.

IN-PERSON MEETING

**Bryce A. Stuart Municipal Building, 5th Floor Arnold G. King Public Meeting Room,
100 E First Street, Winston-Salem, NC, 27101**

MEMBERS PRESENT:

Allen Joines, Mayor, City of Winston-Salem
Denise Adams, Mayor Pro Temp, Council Member, City of Winston-Salem
Vivian Joiner, Council Member, City of Winston-Salem
Robert Clark, Council Member, City of Winston-Salem
Dan Besse, Commissioner, Forsyth County
Mike Brannon, Mayor, Town of Bermuda Run
Brent Rockett, Mayor, Town of Bethania
Mike Combest, Council Member, Village of Clemmons
Bill Apple, Council Member, Town of Kernersville
Tyler Bowles, Council Member, City of King
Jackie Edwards, Council Member, Town of Midway
Mark Lane, Council Member, Town of Rural Hall
Anita Ring, Council Member, Town of Rural Hall
Wesley Hutchins, Town Council, Town of Walkertown
Allen Todd, Mayor, Town of Wallburg
Benita Finney, Commissioner, Davie County
Willie Clark, Member, Winston-Salem Transit Authority
Nick Morrison, FHWA

PRESIDING: Mike Horn, Chairman, Town of Lewisville

STAFF PRESENT:

Hunter Staszak, WSDOT
John Hanes, WSDOT
Ridwaana Allen, WSDOT
Tia Ramsey, WSDOT
Kelly Garvin, WSDOT
Jeff Fansler, WSDOT
Pam Cook, NCDOT
Jordan Payne, OEAP
John Rhyne, NCDOT
Alex Rotenberry, IMD
Richard Jones, Davidson County
Brian Murphy, NCDOT

RECORDING SECRETARY: Nateja Hale, WSDOT

OTHERS:

None

Mayor Horn made a motion to amend the agenda. This motion includes **moving item 6 to action, combining** items 4 and 6, postponing 12, and creating an item 14 and moving it to action item.

MOTION: Robert Clark

SECOND: Denise Adams

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

- Ethics Awareness and Conflict of Interest Statement (Chairman, Mike Horn)
 - None

1. Public Comments (Chairman, Mike Horn)

- No Public Comment

Action Items

2. Election of Officers. (Chairman, Mike Horn)

- Mayor Allen Joines made a motion to re-elect Mike Horn as Chairman and Denise Adams as Vice Chair

MOTION: Allen Joines

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

3. Consideration of the November 21, 2024 TAC Meeting Minutes.

Presented by Chairman Mike Horn

MOTION: Bill Apple

SECOND: Willie Clark

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

Items 4 and 6: Consideration and Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP).

Presented by John Hanes

- The Fiscal Year (FY) 2024-2033 Transportation Improvement Program (TIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Area Transportation Planning Organization (WSATPO) projects in the FY 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020, and amended by the TAC September 21, 2023.
- The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.
- As required by the WSATPO's Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP found in item 4 were made available for public review and comment for at least thirty (30) days between October 14, 2024, and November 14, 2024.
- As required by the WSATPO's Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP found in item 6 will be made available for public review and comment for at least thirty (30) days and any comments received will be brought back to the board for their review and action
- Adoption of this these resolutions approves the additions, deletions, and modifications to the 2024- 2033 TIP and amends the 2045 Winston-Salem Area Transportation Planning Organization's Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.
- *No Comments*

MOTION: Willie Clark

SECOND: Robert Clark

VOTE:

FOR: Unanimous

AGAINST: None

Abstained: None

5. Consideration of the Winston-Salem Area Transportation Planning Organization (WSATPO) Congestion Management Process (CMP) Status of the Systems Report Card.

Presented by Hunter Staszak

- The Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance, and assesses alternative strategies for congestion management that meet state and local needs. All metropolitan planning organizations serving populations of 200,000 or more persons are required to submit a Congestion Management Process. The Congestion Management Process was part of the 2045 Metropolitan Transportation Plan Update approved on November 19, 2020.
- The TPO approved an additional update to the Congestion Management Process (CMP) on November 17, 2022, which brought the CMP into compliance with Federal Highway Administration (FHWA) regulations. The 2022 Update establishes a commitment to a “Status of the Systems Report” to fulfill the federal requirement for the “implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area’s established performance measures. The results of the evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.”
- The 2024 Status of the Systems Report provides an update on TPO adopted performance measures and allows the TPO to analyze whether adopted strategies and projects have been effective at addressing congestion in the Winston-Salem Urban Area.
- *Denise Adams asked for summary for the CMP Systems Report Card and Goals.*
 - *MPT Adams asked that WSATPO staff provide public-friendly reports for collective understanding (i.e., less jargony and more user friendly).*
 - *MPT Adams also discussed the disconnect between the CMP plan and the execution. The micromobility companies and the residents had different expectations. Companies expected more people to ride the scooters. Scooters were being left everywhere.*
- *Mayor Horn questioned whether the micromobility goals are considered to be realistic and to what extent the TPO has control over meeting the goals.*
 - *Hunter Staszak noted that the micromobility goals are created by the TPO to set a desired direction and that the city can work with.*
 - *Jeff Fansler noted that it is important that the TPO includes these goals as a way of measuring multimodal mobility and expanding travel options. He added that we may be able to work on the language, but we are trying to promote it as an option rather than setting a percentage as a goal.*
- *Dan Besse asked if WSATPO had WSTA ridership data and trends available for 2024.*
 - *Kelly Garvin answered that we do have ridership data and can have it available in February but there are gaps in the data due to the system being down during the year. However, we could provide trends based on past data and ridership.*

MOTION: Willie Clark
SECOND: Robert Clark
VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

14. Approving a digital only format for the Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Advisory Committee (TAC) Agenda Book.

Presented By John Hanes

- WSATPO is requesting that TAC Agenda Books become digital.
 - ⊖ *Denise Adams supported the digital option.*
 - ⊖ *Dan Besse made note that **it was much easier for him to review specific chapters with printed books.***
 - *Staff did provide the option for each jurisdiction to print their own books if needed.*

MOTION: Denise Adams
SECOND: Allen Joines
VOTE:
FOR: Unanimous
AGAINST: None
Abstained: None

Information Items for Future Action

7. Review the Fiscal Year 2025-2026 Unified Planning Work Program (UPWP) for the Winston-Salem Urban Area Metropolitan Planning Organization (WSATPO)

Presented by Kelly Garvin

- All Metropolitan Planning Organizations (MPOs) that have been designated as Transportation Management Areas (TMAs) with an urbanized population of over 200,000 are required to develop an annual Unified Planning Work Program (UPWP) in coordination with the Federal Transit Administration (FTA).
- Each year the Winston-Salem Area Transportation Planning Organization (WSATPO) is required to develop and approve a Unified Planning Work Program (UPWP) for transportation and transit planning. The UPWP identifies what transportation and transit planning projects and work tasks will be completed during the fiscal year and the estimated amount of Federal and State highway and transit planning funds that will be used to complete the work, plus the required local funding matches.
- The draft UPWP will be submitted to NCDOT by January 31, 2025, and a final version after the March 2025 TAC adoption. The 30-day required public comment period for

this draft document will occur during the months of January and February. Per the WSATPO Public Participation Policy, all comments will be provided at the March 21, 2024, meeting.

- *No Comments*

8. Review of a Checklist Certifying the Winston-Salem Urban Area Metropolitan Planning Organization's (MPO) Transportation Planning Process for Fiscal Year 2024-2025 (WSATPO)

Presented by Kelly Garvin

- Federal regulations require the North Carolina Department of Transportation (NCDOT) and all Metropolitan Planning Organizations (MPOs) in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.
- NCDOT provided the attached checklist to aid MPO's in the self-certification process. Staff has reviewed the checklist and provided a response to each of the items. Staff believes the Winston-Salem Area TPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.
- In 2024, the FHWA and FTA conducted a formal review of the Winston-Salem Area TPO's transportation planning process and found that the process is being carried out in substantial compliance.
- *Mayor Brannon asked to verify the fiscal year. Staff confirmed that the certification should be for fiscal year 2024-2025.*

9. Review of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP).

Presented by Ridwaana Allen and Brian Murphy

- Per the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP) final rule (23 CFR, Part 490), the North Carolina Department of Transportation (NCDOT) must coordinate the establishment of safety targets with the Metropolitan Planning Organizations (MPO) in the state. Last year, on February 15, 2024, the WSATPO TAC approved a resolution of support for the safety performance measure targets established by the State.
- In accordance with Federal guidelines, the review of progress toward meeting these goals must be tracked and recorded annually in the Highway Safety Improvement Plan (HSIP) annual report. The measures and targets identified for 2024 include:
 - For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2021–2023 average) to 1,103.3 (2021–2025 average) by December 31, 2025.

- For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019-2023 average) to 0.925 (2021-2025 average) by December 31, 2025.
- For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019-2023 average) to 3,204.8 (2021- 2025 average) by December 31, 2025.
- For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019-2023 average) to 2.675 (2021- 2025 average) by December 31, 2025.
- For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 39.01 percent from 712.6 (2019-2023 average) to 434.6 (2021-2025 average) by December 31, 2025.
- *Mayor Brannon would be interested in seeing data of WSATPO compared to other MPOs and cities within the state.*
- *Bill Apple asked for clarification of the trends provided by NCDOT.*
 - *WSATPO's trends are running parallel to those of the state of North Carolina.*
- *Dan Besse asked to clarify the data shows incidents on public roads and not just state-maintained roads.*
 - *Goals from the state were provided to members of TAC*
 - *Mayor Brannon asked to clarify that the baseline reduction was based on 2019. He stated that using 2019 as a baseline year was problematic and that 2019 was an anomaly. He suggested that in 2026, we utilize data that are focused on the MPO rather than the state. This data could be provided for MPO level*
- *Denise Adams noted the COVID pandemic that added to the data and noted that the goals do not seem realistic and suggested that we lower them to be more realistic and attainable. MPT Adams also asked what the "carrot" or incentive would be to get citizens to help reach the provided goals (for example, get people to slow down, incentivize driving safely every year). Data is meaningless unless we can translate it into action.*
- *Bill Apple asked how he can contribute to reducing MPO levels in Kernersville?*
 - *Members agree that they understand the data but would like to have a plan where something can be done to eventually reach the goals provided by the MPO and NCDOT. Members overall seemed very inclined to adopt more local standards. Someone also suggested that TPO staff research each fatality to find out why it happened and whether it was preventable.*
 - *Kelly Garvin noted that the project selection process is designed such that safety weighs a significant amount thereby pushing projects that promote safety near the top of the list of funding recommendations. This is one way in which the TPO participates towards the reduction of fatalities.*

10. Review of a Request to Transfer Allocated Funds from Project BL-0114 and Project C-5705 to Project U-6154 and Amending the 2024-2033 Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Improvement Program (TIP)

Presented by Hunter Staszak

- There are two sidewalk projects in the Town of Lewisville which have previously been approved for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA) funds through the Winston-Salem Area TPO Transportation Advisory Committee (TAC). On May 17, 2018, the TAC approved CMAQ funding toward the Lewisville-Vienna Road Sidewalk Extension (C-5705). According to the State Transportation Improvement Program (STIP) records, the total federal funding (CMAQ) programmed toward the project is \$1,414,000, with a local match of \$353,000. On February 16, 2023, the TAC of the Winston-Salem Area TPO approved the programming of federal funding for the Shallowford Road Sidewalk Project (BL-0114), which would have constructed sidewalk along Shallowford Road between Shallowford Reserve Drive and Lowes Foods Drive in Lewisville. According to the STIP records, the total federal funding programmed toward the project is \$1,052,000, with a local match of \$264,000. Of the federal amount, \$167,000 is Carbon Reduction Program (CRPDA) funding, and \$885,000 is CMAQ.
- The Town of Lewisville is also developing a roundabout at Lewisville-Vienna and Robinhood Road (U-6154). The TAC previously approved funding for the project in 2018 and 2022. There is currently \$2,146,000 in STBG-ANY/STBG-DA funding programmed toward the project in the STIP, with a local match of \$536,000. The project has progressed through the preliminary engineering (PE) and right-of-way (ROW) phases and is expected to need more than the current \$1,494,000 in federal funding programmed toward the project for the construction (CON) phase to complete the project.
- On Monday, December 9, 2024, the Town of Lewisville requested the removal of Project BL-0114 and Project C-5705 from the STIP and transferring the funds to the construction phase of project U-6154. The Town understands they are responsible for the local match and that the project will be subject to the necessary CMAQ emissions evaluation and NCDOT approval process.
- *No Comments*

11. Review of an Amendment to the Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits.

Presented by Hunter Staszak

- 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that, if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).
- As a result of past United States Censuses, including the 2020 Census, portions of the Winston-Salem Urbanized Area have been delineated within the High Point Metropolitan Planning Organization's metropolitan planning area boundary. Both the Winston-Salem Area Transportation Planning Organization (WSATPO) and High Point MPO agree that the respective MPOs will continue to carry out federal transportation planning requirements for the urbanized areas within their planning boundaries, pursuant

to 23 USC 134, 49 USC 5305, and 23 CFR Part 450. To formalize the transfer of planning responsibility for the portions of the Winston-Salem Urbanized Area within the High Point MPO's metropolitan planning area boundary, a memorandum of agreement (MOA) is required. The Winston-Salem Area TPO and High Point MPO entered into this agreement on September 21, 2023.

- In 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met to discuss amending the 2023 MOA to clarify the responsibilities of each MPO in the development of a Congestion Management Process (CMP) for the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan planning area boundary. The Winston-Salem Urbanized Area is a Transportation Management Area (TMA), and all TMAs are required to be covered by a CMP. During this meeting, the Winston-Salem Area TPO agreed to include the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan area boundary in its CMP.
- The Winston-Salem Area TPO's CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update.
- *Mayor Horn asked if the HPMPO provides any compensation for the WSATPO staff conducting the Congestion Management Process for the portions of the urbanized area within the HPMPO boundary.*
 - *There is no compensation as part of this partnership.*

Information Only

15. Review of an Adjustment to the “Smoothed” Winston-Salem Urbanized Area Boundary

Presented by Hunter Staszak

- *Mayor Brannon asked whether the changes to the smoothed urban area boundary were provided in a list form.*
 - *The changes were not noted as a list but were shown in the maps provided.*

Staff Reports (Presentation by Staff at Request of TAC Only)

16. TPO Staff Reports

Title VI Compliance Update (Kelly Garvin)

- *Kelly Garvin reminded staff to complete their ethics forms before April 15th.*

2024 Public Participation Plan Update (Ridwaana Allen)

- *No questions for staff.*

Chairman Horn introduced John Rhyne as the Division 9 Engineer

Next Meeting/Adjourn Meeting (Chairman, Mike Horn)

Next meeting: February 20, 2025

ADJOURNMENT _____ 5:30 _____ P.M.

ITEM #3

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 3

Action Requested: Consideration of a Checklist Certifying the Winston-Salem Area Transportation Planning Organization's (WSATPO) Transportation Planning Process for Fiscal Year 2025-2026

SUMMARY OF INFORMATION: **Attachments:** Yes X No

Federal regulations require the North Carolina Department of Transportation (NCDOT) and all Metropolitan Planning Organizations (MPOs) in the state to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their transportation planning processes are addressing the major issues of the urban area and are being conducted in accordance with all applicable provisions of federal law.

NCDOT provided the attached checklist to aid MPO's in the self-certification process. Staff has reviewed the checklist and provided a response to each of the items. Staff believes the Winston-Salem Area TPO transportation planning process is adequately addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law governing transportation planning.

In 2024, the FHWA and FTA conducted a formal review of the Winston-Salem Area TPO's transportation planning process and found that the process is being carried out in substantial compliance.

This item was advertised for thirty (30) days in compliance with the WSATPO Public Participation Policy.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

**RESOLUTION
APPROVING THE CHECKLIST CERTIFYING THE WINSTON-SALEM AREA
TRANSPORTATION PLANNING ORGANIZATION'S (WSATPO)
TRANSPORTATION PLANNING PROCESS
FOR FISCAL YEAR 2025-2026**

A motion was made by TAC Member _____ and seconded by TAC member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) has found that the Metropolitan Planning Organization (MPO) is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the TAC has found that the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and, with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the TAC has considered how the transportation planning process will affect the involvement of the Disadvantaged Business Enterprises (DBE) in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded planning projects (Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the TAC has considered how the transportation planning process will affect the elderly and the disabled per the provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the USDOT implementing regulations; and

WHEREAS, the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan meets all the requirements for an adequate transportation plan; and

WHEREAS, the Winston-Salem Urban Area Transportation Improvement Program (TIP) for Fiscal Year 2024-2033 is a subset of the currently conforming Winston-Salem Urban Area 2045 Metropolitan Transportation Plan; and

WHEREAS, the federal certification reviews conducted by FHWA and FTA in 2016, 2020, and 2024 have determined that the TPO's transportation planning process is being carried out in substantial compliance with applicable provisions of 23 U.S.C. 134 and 49 U.S.C. 5304.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization approves the Checklist that certifies that the Winston-Salem Area Transportation Planning Organization's (WSATPO) transportation planning process is addressing the major issues of the urban area and is being conducted in accordance with all applicable provisions of federal law.

Adopted on this the 20th day of February 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

Introduction

CFR 450.334 requires the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Urban Area Transportation Planning Organization (WSATPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Winston-Salem Area TPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The TPO’s responses are in **bold**.

Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

Response: Yes.

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

Response: Yes, the Winston-Salem Urban Area Transportation Advisory Committee (TAC) (MPO policy board) is primarily comprised of elected officials. However, the TAC amended the Memorandum of Understanding (MOU) to include the Winston-Salem Transit Authority (WSTA) as a formal member of the TAC. The WSTA Board member is not an elected official.

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

Response: Yes, the Winston-Salem Area TPO metropolitan planning area boundary, re-established and approved by the Transportation Advisory Committee in 2023 following the 2020 Census, encompasses the existing urbanized area and contiguous area expected to become urbanized within the 20-year forecast period. Portions of the Winston-Salem Urbanized Area within the Greensboro Urban Area MPO and High Point MPO metropolitan area boundaries are addressed through memorandums of agreement with both organizations.

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314

Response: Yes.

- a. Is there an adopted prospectus? **Response: Yes.**
- b. Are tasks and products clearly outlined? **Response: Yes.**
- c. Is the U/PWP consistent with the MTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.**
- d. Is the work identified in the U/PWP completed in a timely fashion?
Response: Yes.

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450

Response: Yes. The recent federal certification review indicated that result.

- a. Is the transportation planning process continuous, cooperative, and comprehensive?
Response: Yes.
 - b. Is there a valid MTP? **Response: Yes.**
 - c. Did the MTP have at least a 20 year horizon at the time of its adoption?
Response: Yes.
 - d. Does it address the 10 planning factors? **Response: Yes.**
 - e. Does it cover all modes of applicable to the area? **Response: Yes.**
 - f. Is it financially constrained? **Response: Yes.**
 - g. Does it include funding for the maintenance and operation of the system?
Response: Yes.
 - h. Does it conform to the State Implementation Plan (SIP) if applicable?
Response: Yes.
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
Response: Yes. It was updated and approved by the TAC in November of 2020.
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
 - b. Is it fiscally constrained? **Response: Yes, see 5f above.**
 - c. Is it developed cooperatively with the state and local transit operators?
Response: Yes.
- d. Is it updated at least every 4 years and adopted by the MPO and Governor?
Response: Yes.
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)
23 CFR 450.320 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
 - b. Was it used for the development of the TIP? **Response: Yes.**
 - c. Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- a. How? **Response: Yes, in consultation with NCDOT.**
 - b. Why not? **Response: N/A.**
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart? **Response: Yes**
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 **Response: Yes**

- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 **Response: Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Response: Yes**
 - e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects **Response: Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Response: Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 **Response: Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Response: Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender **Response: Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**
 - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Response: Yes.**
 - c. Is adequate notice provided for public meetings? **Response: Yes.**
 - d. Are meetings held at convenient times and at accessible locations? **Response: Yes.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Response: Yes, it was updated in January 2021.**
 - g. Are plans/program documents available in an electronic format, i.e. MPO website? **Response: Yes.**
11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h)) **Response: Yes.**

- a. How? **Response: The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.**
- b. Why not? **Response: N/A.**

ITEM #4

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 4

Action Requested: Consideration of Targets for Safety Performance Measures Established by the North Carolina Department of Transportation (NCDOT) and Amending the 2045 Metropolitan Transportation Plan (MTP).

SUMMARY OF INFORMATION: **Attachments:** Yes X No

Per the Federal Highway Administration’s (FHWA’s) Highway Safety Improvement Program (HSIP) final rule (23 CFR, Part 490), the North Carolina Department of Transportation (NCDOT) must coordinate the establishment of safety targets with the Metropolitan Planning Organizations (MPO) in the state. Last year, on February 15, 2024, the WSATPO TAC approved a resolution of support for the safety performance measure targets established by the State.

In accordance with Federal guidelines, the review of progress toward meeting these goals must be tracked and recorded annually in the Highway Safety Improvement Plan (HSIP) annual report. The measures and targets identified for 2025 include:

1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2021–2023 average) to 1,103.3 (2021–2025 average) by December 31, 2025.
2. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019–2023 average) to 0.925 (2021–2025 average) by December 31, 2025.
3. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019–2023 average) to 3,204.8 (2021–2025 average) by December 31, 2025.
4. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019–2023 average) to 2.675 (2021–2025 average) by December 31, 2025.
5. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 39.01 percent from 712.6 (2019–2023 average) to 434.6 (2021–2025 average) by December 31, 2025.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

NCDOT set the above targets for the state's Safety Performance Measures (PM) for 2025. North Carolina MPOs have 180 days (or until February 27, 2025) to either adopt the state's targets or set their own targets. The WSATPO will adopt the State's targets. Adoption of these targets will amend the 2045 Metropolitan Transportation Plan (MTP).

**RESOLUTION ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES
ESTABLISHED BY THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION (NCDOT) AND AMENDING THE 2045 METROPOLITAN
TRANSPORTATION PLAN (MTP)**

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Winston-Salem Area Transportation Planning Organization (WSATPO) has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the WSATPO’s metropolitan planning area and;

WHEREAS, Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-Motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT’s Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS, the MPOs may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State’s targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State’s targets as noted below for each of the aforementioned performance measures:

1. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 30.40 percent from 1,585.2 (2019–2023 average) to 1,103.3 (2021–2025 average) by December 31, 2025.
2. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 31.63 percent from 1.353 (2019–2023 average) to 0.925 (2021–2025 average) by December 31, 2025.
3. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 38.80 percent from 5,236.8 (2019–2023 average) to 3,204.8 (2021–2025 average) by December 31, 2025.
4. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 40.12 percent from 4.467 (2019–2023 average) to 2.675 (2021–2025 average) by December 31, 2025.

5. For the 2025 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 39.01 percent from 712.6 (2019–2023 average) to 434.6 (2021–2025 average) by December 31, 2025.

NOW THEREFORE, BE IT FURTHER RESOLVED, that the Transportation advisory committee of the Winston-Salem Area Transportation Planning Organization adopts the North Carolina Department of Transportation’s Safety Targets; and

BE IT FURTHER RESOLVED, that by approval of this resolution an amendment is hereby made to the 2045 Metropolitan Transportation Plan adopted on September 17, 2020, by the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization.

Adopted on this the 20th day of February 2025.

Mike Horn, Chairman
Transportation Advisory Committee


Kelly Garvin, Secretary
Transportation Advisory Committee

DATE: December 18, 2024

TO: Kelly Garvin
Transportation Planning Development Coordinator
Winston-Salem Urban Area Metropolitan Planning Organization

FROM: Brian Mayhew, PE, CPM
State Traffic Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2025 Targets

DocuSigned by:

EA0525CF2812491

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2024) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2022 safety targets, based on the 5-year averages for 2018-2022 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety

performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2022

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	1,254.9	1,550.8	1,458.6	No	No	No
Fatality Rate (5 Year Average)	1.057	1.328	1.250	No	No	
Serious Injuries (5 Year Average)	3,537.6	5,030.0	4,410.2	No	No	
Serious Injury Rate (5 Year Average)	2.962	4.296	3.776	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	486.0	661.6	583.4	No	No	

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2022 goal was applied to crash data specific to Winston-Salem Urban Area MPO.

Table 2: Winston-Salem Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2022

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	42.2	51.8	49.0	No	No	No
Fatality Rate (5 Year Average)	0.804	1.028	0.960	No	No	
Serious Injuries (5 Year Average)	126.0	207.4	163.6	No	No	
Serious Injury Rate (5 Year Average)	2.386	4.129	3.221	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	20.3	32.6	25.4	No	No	

2025 State Safety Performance Targets

2025 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2024 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2025 Safety Performance Targets

Performance Measure	CY 2025
Number of Fatalities	1,103.3
Rate of Fatalities	0.925
Number of Serious Injuries	3,204.8
Rate of Serious Injuries	2.675
Number of Non-Motorized Fatalities & Serious Injuries	434.6

2025 Winston-Salem Urban Area MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state’s methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

Table 4: Winston-Salem Urban Area MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	38.0	0.822	70.2	1.520	14.6
2009 - 2013	35.6	0.761	73.4	1.564	13.0
2010 - 2014	36.6	0.775	80.0	1.692	13.4
2011 - 2015	39.0	0.816	85.4	1.785	12.8
2012 - 2016	41.6	0.857	89.4	1.845	12.8
2013 - 2017	43.6	0.876	107.8	2.162	14.4
2014 - 2018	47.4	0.930	122.2	2.377	19.4
2015 - 2019	47.6	0.916	138.8	2.647	21.4
2016 - 2020	49.0	0.960	163.6	3.221	25.4
2017 - 2021	50.6	0.996	189.2	3.742	29.4
2018 - 2022	51.8	1.028	207.4	4.129	32.6
2019 - 2023	54.0	1.080	224.8	4.495	32.4
2025 Target*	37.4	0.707	115.7	2.176	19.2

ITEM #5

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 5

Action Requested: Consideration of a Request to Transfer Allocated Funds from Project BL-0114 and Project C-5705 to Project U-6154 and Amend the 2024-2033 Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Improvement Program (TIP)

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The Winston-Salem Area TPO Transportation Advisory Committee (TAC) previously funded two sidewalk projects in the Town of Lewisville through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA). The funding was allocated as follows:

- On May 17, 2018, the TAC approved CMAQ funding toward the Lewisville-Vienna Road Sidewalk Extension (C-5705). According to the State Transportation Improvement Program (STIP) records, the total federal funding (CMAQ) programmed toward the project is \$1,414,000, with a local match of \$353,000.

- On February 16, 2023, the TAC of the Winston-Salem Area TPO approved the programming of federal funding for the Shallowford Road Sidewalk Project (BL-0114), which would have constructed sidewalk along Shallowford Road between Shallowford Reserve Drive and Lowes Foods Drive in Lewisville. According to the STIP records, the total federal funding programmed toward the project is \$1,052,000, with a local match of \$264,000. Of the federal amount, \$167,000 is Carbon Reduction Program (CRPDA) funding, and \$885,000 is CMAQ.

The Town of Lewisville is also in the right-of-way phase for a roundabout at Lewisville-Vienna and Robinhood Road (U-6154). The TAC previously approved funding for the project in 2018 and 2022. There is currently \$2,146,000 in STBG-ANY/STBG-DA funding programmed toward the project in the STIP, with a local match of \$536,000. Current estimates indicate that the initial \$1,494,000 in federal funding programmed toward the project for the construction (CON) phase will not suffice.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

As a result, on Monday, December 9, 2024, the Town of Lewisville requested the removal of Project BL-0114 and Project C-5705 from the STIP and transferring the funds to the construction phase of project U-6154. The Town understands they are responsible for the local match and that the project will be subject to the necessary CMAQ emissions evaluation and NCDOT approval process.

Adoption of this item would authorize the transfer of \$2,466,000 to the construction phase of the Lewisville-Vienna and Robinhood Road Roundabout (U-6154) and remove the Shallowford Road Sidewalk (BL-0114) and Lewisville-Vienna Sidewalk (C-5705) from the Transportation Improvement Program (TIP). The reallocation of funds would result in an amendment to the U-6154 project and would be incorporated as such.

RESOLUTION APPROVING THE REQUEST TO TRANSFER ALLOCATED FUNDS FROM PROJECT BL-0114 AND C-5705 TO PROJECT U-6154 AND AMENDING THE 2024-2033 WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION (WSATPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, in the 2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) call for projects, the Transportation Advisory Committee (TAC) of the Winston-Salem Area TPO approved the programming of funding toward the C-5705 Lewisville-Vienna Road Sidewalk project; and

WHEREAS, in the 2023 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRPDA) call for projects, the Transportation Advisory Committee (TAC) of the Winston-Salem Area TPO approved the programming of funding toward the BL-0114 Shallowford Road Sidewalk project; and

WHEREAS, the Transportation Advisory Committee (TAC) has also allocated funds toward Town of Lewisville transportation improvements like the Lewisville-Vienna Road and Robinhood Road Roundabout (U-6154) in the 2018 and 2022 STBG-DA calls for projects; and

WHEREAS, the Town of Lewisville seeks to remove projects BL-0114 and C-5705 from the Transportation Improvement Program (TIP); and

WHEREAS, the Town of Lewisville would like to program additional funding to address predicted supplemental funding needs for project U-6154; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Unit records show \$2,466,000 in federal funds programmed toward C-5705 and BL-0114; and

WHEREAS, on December 9, 2024, the Town of Lewisville requested that the TPO to remove projects C-5705 and BL-0114 from the TIP and program the \$2,466,000 toward the construction phase of U-6154; and

WHEREAS, as required by the WSATPO's Public Participation Policy, the amendments and modifications to the TIP and MTP were available for public review and comment for at least thirty (30) days.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization adopts the removal of projects C-5705 and BL-0114 and approves of the transfer of \$2,466,000 to project U-6154 and incorporates the adopted changes into the 2024-2033 Transportation Improvement Program (TIP).

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee



Forsyth County

Office of Environmental Assistance and Protection

Minor Barnette, Director

January 14, 2024

Ridwaana Allen
Transportation Planner
City of Winston-Salem & Winston-Salem Urban Area MPO

Dear Ridwaana,

Forsyth County Office of Environmental Assistance & Protection (OEAP) has completed the air emissions study request by the Winston-Salem Department of Transportation (WSDOT) in support of the project to construct a single lane roundabout at the intersection of Lewisville-Vienna Road and Robinhood Road, in Lewisville, NC, to improve traffic flow and safety.

To assist in completing this study, OEAP requested and received emailed information about the proposed roundabout. Calculations were performed using the Federal Highway Administration "CMAQ Toolkit" spreadsheet "Congestion Reduction and Traffic Flow Improvements" spreadsheet and data provided by WSDOT. The emission calculation results from the spreadsheet showed a reduction in air emissions in kilograms per day (kg/day) (see table below).

Pollutant	Total(kg/day)
Carbon Monoxide (CO)	0.162
Particulate Matter <2.5 µm (PM _{2.5})	0.002
Particulate Matter <10 µm (PM ₁₀)	0.003
Nitrogen Oxide (NO _x)	0.048
Volatile Organic Compounds (VOC)	0.046
Carbon Dioxide (CO₂)	
Carbon Dioxide Equivalent (CO ₂ e)	101.511
Total Energy Consumption (MMBTU/day)	102.341
	1.337

OEAP will also send, via email, the CMAQ Application and supporting documentation. Please feel free to call/email if you have any questions or comments at (336) 703-2453 or gentrycd@forsyth.cc.

Sincerely,

Cary Gentry
Sr. Environmental Specialist
Forsyth Office of Environmental Assistance and Protection
Analysis and Monitoring Division

ITEM #6

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 6

Action Requested: Consideration of an Amendment to the Memorandum of Agreement (MOA) with the High Point MPO for the Transfer of Planning Responsibility and Authority of the Portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits

SUMMARY OF INFORMATION: **Attachments:** Yes X No _____

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA).

As a result of past United States Censuses, including the 2020 Census, portions of the Winston-Salem Urbanized Area have been delineated within the High Point Metropolitan Planning Organization’s metropolitan planning area boundary. Both the Winston-Salem Area Transportation Planning Organization (WSATPO) and High Point MPO agree that the respective MPOs will continue to carry out federal transportation planning requirements for the urbanized areas within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305, and 23 CFR Part 450. To formalize the transfer of planning responsibility for the portions of the Winston-Salem Urbanized Area within the High Point MPO’s metropolitan planning area boundary, a memorandum of agreement (MOA) is required. The Winston-Salem Area TPO and High Point MPO entered into this agreement on September 21, 2023.

In 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met to discuss amending the 2023 MOA to clarify the responsibilities of each MPO in the development of a Congestion Management Process (CMP) for the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan planning area boundary. The Winston-Salem Urbanized Area is a Transportation Management Area (TMA), and all TMAs are required to be covered by a CMP. During this meeting, the Winston-Salem Area TPO agreed to include the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan area boundary in its CMP.

TAC Vote: Motion by: _____ **Second by:** _____
Vote: For _____ **Against** _____

The Winston-Salem Area TPO’s CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update.

Approval of this item will amend the Memorandum of Agreement (MOA) with the High Point MPO to include this new provision for planning responsibilities related to the development of a Congestion Management Process (CMP). This item also reflects the new Winston-Salem Area Transportation Planning Organization (WSATPO) name as adopted on November 21, 2024.

This agreement was subject to thirty (30) days of public review per the public participation policy.

RESOLUTION
APPROVING OF AN AMENDMENT TO THE MEMORANDUM OF AGREEMENT
(MOA)
BETWEEN THE HIGH POINT METROPOLITAN PLANNING ORGANIZATION AND
THE WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION FOR
THE TRANSFER OF
PLANNING RESPONSIBILITY AND AUTHORITY OF THE PORTION
OF THE WINSTON-SALEM URBANIZED AREA (UZA)
LOCATED WITHIN THE DAVIDSON COUNTY LIMITS

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, 23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that if necessary the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area (UZA); and

WHEREAS, as a result of past United States Censuses, including the 2020 Census, portions of the Winston-Salem Urbanized Area are delineated within the High Point Metropolitan Planning Organization’s metropolitan planning area boundary; and

WHEREAS, the Winston-Salem Area Transportation Planning Organization (WSATPO) and High Point MPO will continue to carry out federal transportation planning requirements for the urbanized areas within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305, and 23 CFR Part 450; and

WHEREAS, a memorandum of agreement (MOA) is required for the transfer of planning responsibility for the portions of the Winston-Salem Urbanized Area within the High Point MPO’s metropolitan planning area boundary to occur; and

WHEREAS, the memorandum of agreement (MOA) was adopted on September 21, 2023; and

WHEREAS, all urbanized areas belonging to a Transportation Management Area (TMA) are required to be included in a Congestion Management Process (CMP); and

WHEREAS, in 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met to clarify the responsibilities of each MPO in the development of a Congestion Management Process (CMP) for the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan planning area boundary; and

WHEREAS, the Winston-Salem Area TPO agreed to include all portions of the Winston-Salem Urbanized Area, including those within the High Point MPO metropolitan area boundary, as part of its CMP; and

WHEREAS, the Winston-Salem Area TPO’s CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update; and

WHEREAS, this agreement was subject to thirty days of public review per the public participation policy and no comments were received.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Winston-Salem Area TPO, approves of the enclosed amendment to the Memorandum of Agreement (MOA) with the High Point MPO for the transfer of planning responsibility and authority of the portion of the Winston-Salem Urbanized Area (UZA) located within the Davidson County Limits.

Adopted on this the 20th day of February, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

**Memorandum of Agreement (MOA) between the Winston-Salem
Area Transportation Planning Organization (WSATPO) and the High
Point Metropolitan Planning Organization (HPMPO) for the
Transfer of Planning Responsibility and Authority of Designated
Portions of the Winston-Salem Urbanized Area (UZA) Located
within the Davidson County Limits**

23 USC 134 and Section 8 of the Federal Transit Act require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area and that, if necessary, the boundaries of the MPO be expanded after each decennial Census to cover the Census defined urbanized area.

As a result of the 2000 Census, portions of the Winston-Salem UZA went into northern Davidson County for the first time. Conversely, portions of the High Point UZA went into Forsyth County for the first time as well. The High Point UZA had already been in northern and eastern Davidson County as the City of High Point's municipal boundary includes portions of eastern Davidson County.

The Winston-Salem Area TPO (formerly Winston-Salem Urban Area MPO) and High Point MPO met and agreed on a new Metropolitan Area Boundary (MAB) map and kept the entire UZAs within each MPO. There was no transfer of planning responsibilities and no formal MOA at that time. Simply, The North Carolina Department of Transportation (NCDOT) Statewide Planning Branch reviewed the new MAB map and gave their approval.

In 2004, The Town of Wallburg incorporated into a municipality in northern Davidson County. The town's limits straddled the new Winston-Salem Area TPO/High Point MPO boundary line, almost dividing the town in even halves. The town chose to become members in both MPOs and continues to do so.

With the 2010 Census, the Winston-Salem UZA expanded farther into Davidson County taking in the community of Welcome and most of the City of Lexington along the US 52 corridor. Even a small portion of the Cabarrus-Rowan UZA came into southwestern Davidson County along Interstate 85.

In 2012, the Winston-Salem, High Point and Cabarrus-Rowan MPOs developed and informally agreed on a new MAB map subject to the approval of the City of Lexington, Davidson County Commission, and NCDOT. Those approvals were received and a new MAB for each MPO has been established.

In 2013, the Winston-Salem Area TPO and High Point MPO agreed upon and adopted a MOA for the initial transfer of planning responsibility and authority of designated portions of the Winston-Salem Urban Area located within the Davidson County limits to the High Point MPO.

With the new 2020 United States Census, the Winston-Salem UZA grew into new portions of High Point MPO's MAB, including areas southwest of Mottsinger Road and NC 109, a portion of area surrounding NC 66 and Squire Davis Road (see Map).

In 2023, the Winston-Salem Area TPO and High Point MPO met and agreed to maintain their MAB at which time a new MOA was necessary to transfer planning responsibilities for the new urban area changes.

In 2024, the Winston-Salem Area TPO, High Point MPO, and Federal Highway Administration (FHWA) met to discuss amending the 2023 MOA to clarify the responsibilities of each MPO in the development of a Congestion Management Process (CMP) for the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan planning area boundary. The Winston-Salem Urbanized Area is a Transportation Management Area (TMA), and all TMAs are required to be covered by a CMP. During this meeting, the Winston-Salem Area TPO agreed to include the portions of the Winston-Salem Urbanized Area within the High Point MPO metropolitan area boundary in its CMP.

This agreement is intended to transfer transportation planning activities and efforts for designated urban areas of Winston-Salem's UZA that reside within the High Point MPO planning area to High Point MPO.

It has been mutually agreed upon that:

1. Both HPMPO and WSATPO will continue to carry out federal transportation planning requirements for the urbanized areas currently within their planning boundaries, pursuant to 23 USC 134, 49 USC 5305 and 23 CFR Part 450; and
2. The WSATPO's CMP will incorporate the portions of the Winston-Salem Urbanized Area within the HPMPO boundary beginning with the CMP to be adopted as part of the 2050 Metropolitan Transportation Plan update; and
3. Allocation and distribution of federal (PL) planning funds and STBG-DA (formerly STP-DA) funds for WSATPO will be based upon the Winston-Salem Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the WSATPO MPA boundary; and
4. Allocation and distribution of federal (PL) planning funds for HPMPO will be based upon the High Point Urbanized Area as defined by the 2020 Census and may be utilized anywhere within the HPMPO MPA boundary; and
5. Agencies in HPMPO considered part of the Winston-Salem Urbanized Area may access available STBG-DA, Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Carbon Reduction Program (CRPDA) funds through the Winston-Salem Area TPO in the following ways: (1) High Point MPO submits candidate projects to the Winston-Salem Area TPO to consider for funding regardless of cost, as long as Davidson County, the Cities of High Point or Lexington, NCDOT, or any of the other municipalities within the High Point MPO provides the local match. (2) Additionally, any project approved by NCDOT that improves hazardous conditions for the safe movement of vehicles and/or pedestrians may be considered for this funding. The eligible candidate projects outlined above must fall within the mapped "Smoothed" Federal Functional Classification map boundary within the High Point MPO boundary; and
6. Allocation and distribution of federal transit planning funds for WSATPO and HPMPO will remain unchanged and may be utilized anywhere within their MAB; and
7. Data collection for planning activities shall be conducted jointly by the MPOs to support development of transportation planning activities, including but not limited to

development of Metropolitan Transportation Plans, congestion management plans and the Piedmont Triad Regional Model which is housed at Piedmont Authority for Regional Transportation.

SIGNATURES OF AGREEMENT

Martha Wolfe, Chair
Transportation Advisory Committee
High Point Urban Area Metropolitan Planning
Organization

Mike Horn, Chair
Transportation Advisory Committee
Winston-Salem Area Transportation
Planning Organization

Date

Date

ITEM #7

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 7

Action Requested: Review of the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) Amendments and Modifications for the Winston-Salem Area Transportation Planning Organization (WSATPO) and Amending the 2045 Metropolitan Transportation Plan (MTP).

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The Fiscal Year (FY) 2024-2033 Transportation Improvement Program (TIP) is a comprehensive list of all transportation projects programmed for the Winston-Salem Urban Area and must be a subset of the Winston-Salem Urban Area 2045 Metropolitan Transportation Plan (MTP) and match Winston-Salem Area Transportation Planning Organization (WSATPO) projects in the FY 2024-2033 State Transportation Improvement Program (STIP). The 2045 MTP Update was adopted by the TAC on November 19, 2020 and amended by the TAC September 21, 2023.

The North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects. Any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP. Modifications to the STIP do not require adoption but are provided for information.

The attached document describes the additions, deletions, amendments, and modifications to the Winston-Salem Urban Area FY 2024-2033 TIP.

As required by the WSATPO's Public Participation Policy, the amendments and modifications to the FY 2024-2033 TIP will be made available for public review and comment for at least thirty (30) days.

Adoption of this resolution approves the additions, deletions, and modifications to the 2024-2033 TIP and amends the 2045 Winston-Salem Urban Area Metropolitan Transportation Plan (MTP) to ensure continued consistency between the two documents.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

RESOLUTION APPROVING THE FISCAL YEAR 2024 – 2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND MODIFICATIONS FOR THE WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION (WSATPO) AND AMENDING THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP).

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Transportation Improvement Plan (TIP) is a comprehensive listing of all transportation projects programmed for the Winston-Salem Urban Area and must match the State Transportation Improvement Program (STIP); and

WHEREAS, the North Carolina Department of Transportation (NCDOT) regularly updates the STIP to include new projects and modify existing projects; and

WHEREAS, any STIP amendment for new statewide projects or projects within the Winston-Salem Area Transportation Planning Organization (WSATPO) triggers the amendment of the TIP; modifications to the STIP do not require adoption but are provided for information; and

WHEREAS, the attached document describes the amendments and modifications to the Winston-Salem Urban Area Fiscal Year 2024-2033 TIP; and

WHEREAS, as required by the WSATPO’s Public Participation Policy, the amendments and modifications to the TIP and MTP were available for public review and comment for at least thirty (30) days.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization adopts the amendments and modifications to the Fiscal Year 2024-2033 Transportation Improvement Program (TIP) as shown on the attached list and amends the 2045 Metropolitan Transportation Plan (MTP) accordingly.

Adopted on this the 20th of March, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION

STIP ADDITIONS

* BN-0030	- WINSTON-SALEM AREA TRANSPORTATION	VARIOUS, GREENWAYS IN WINSTON-SALEM. INSTALL	ENGINEERING	FY 2025 -	\$8,000	(CMAQ)
FORSYTH	PLANNING ORGANIZATION	WAYFINDING SIGNS.		FY 2025 -	\$2,000	(L(M))
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE OFFICE OF</u>	CONSTRUCTION	FY 2026 -	\$504,000	(CMAQ)
EXEMPT		<u>STRATEGIC INITIATIVES.</u>		FY 2026 -	\$126,000	(L(M))
					\$640,000	

STIP MODIFICATIONS

* BL-0018	- WINSTON-SALEM AREA TRANSPORTATION	BREWER ROAD, BUCHANAN STREET TO	ENGINEERING	FY 2025 -	\$164,000	(BGDA)
FORSYTH	PLANNING ORGANIZATION	CLEMMONSVILLE ROAD IN WINSTON-SALEM.		FY 2025 -	\$41,000	(L)
PROJ.CATEGORY		CONSTRUCT FIVE-FOOT SIDEWALK.	RIGHT-OF-WAY	FY 2026 -	\$410,000	(BGDA)
DIVISION		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2026 -	\$103,000	(L)
		<u>PRELIMINARY ENGINEERING FROM FY 23 TO FY 25.</u>	CONSTRUCTION	FY 2028 -	\$1,861,000	(BGANY)
		<u>RIGHT-OF-WAY FROM FY 25 TO FY 26. AND</u>		FY 2028 -	\$465,000	(L)
		<u>CONSTRUCTION FROM FY 26 TO FY 28. THIS ACTION</u>			\$3,044,000	
		<u>ADDS PRELIMINARY ENGINEERING TO THE</u>				
U-5760	- WINSTON-SALEM AREA TRANSPORTATION	KERNERSVILLE SOUTHERN LOOP (PHASE I), US 421 /	BUILD NC CON	FY 2026 -	\$2,574,000	(T)
FORSYTH	PLANNING ORGANIZATION	BUSINESS 40 TO NC 66 (WEST MOUNTAIN STREET) IN		FY 2027 -	\$3,117,000	(T)
PROJ.CATEGORY		KERNERSVILLE. WIDEN BIG MILL FARM ROAD AND SR		FY 2028 -	\$3,117,000	(T)
DIVISION		2649 (HOPKINS ROAD) TO A TWO LANE DIVIDED		FY 2029 -	\$3,117,000	(T)
		FACILITY AND CONSTRUCT INTERCHANGE AT US 421 /		FY 2030 -	\$3,117,000	(T)
		NC 150.		FY 2031 -	\$3,117,000	(T)
		<u>TO REFLECT LATEST DELIVERY SCHEDULE. DELAY</u>		FY 2032 -	\$3,117,000	(T)
		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>		FY 2033 -	\$3,117,000	(T)
				AFTER FY 2033 -	\$22,362,000	(T)
			CONSTRUCTION	FY 2026 -	\$0	(T)
				FY 2027 -	\$13,600,000	(T)
				FY 2028 -	\$2,735,000	(T)
				FY 2029 -	\$14,300,000	(T)
				FY 2030 -	\$7,865,000	(T)
					\$85,255,000	

* INDICATES FEDERAL AMENDMENT

ITEM #8

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 8

Action Requested: Review of the City of Winston-Salem’s 2025 update to Winston-Salem Transit Authority’s Public Transportation Agency Safety Plan

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The Federal Transportation Administration (FTA) requires Public Transit agencies to adopt a Public Transportation Agency Safety Plan (PTASP) per 49 CFR Part 673. The PTASP describes the policies, procedures, and requirements to be followed by the management, maintenance, and operations personnel who provide services for the Winston-Salem Transit Authority (WSTA) on behalf of the City of Winston-Salem to provide a safe environment for them, the customers, and the public. The goal of the program is to eliminate the human and fiscal cost of avoidable personal injury, vehicle accidents, and property damage.

Local Safety Committees for transit agencies are required to meet and monitor the progress of the plan in an effort to reduce hazardous conditions and meet safety performance targets. Updates to the plan must be made at least annually.

The FTA issued General Directive 24-1 to address the significant and continuing national-level safety risk related to assaults on transit workers. The General Directive requires each transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) Final Rule to, (1) conduct a safety risk assessment, (2) identify safety risk mitigations or strategies, and (3) provide information to FTA on how it is assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers.

The updates to the PTASP include the latest FTA requirement along with annual performance measures and updates to the Hazard and Threat Assessment tables found in Exhibit 1 of the plan. RATP Dev, the contractor providing transit services for WSTA, has made some significant changes to safety monitoring and training which will help WSTA improve its safety performance targets.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

RESOLUTION ADOPTING THE CITY OF WINSTON-SALEM'S 2024 UPDATES TO THE WINSTON-SALEM TRANSIT AUTHORITY (WSTA) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, The Federal Transportation Administration (FTA) requires Public Transit agencies to adopt a Public Transportation Agency Safety Plan (PTASP) per 49 CFR Part 673; and

WHEREAS, the PTASP rule became effective on July 19, 2019; and

WHEREAS, the PTASP describes the policies, procedures, and requirements to be followed by the management, maintenance, and operations personnel who provide services for the Winston-Salem Transit Authority (WSTA) on behalf of the City of Winston-Salem in order to provide a safe environment for the operators, the customers, and the public; and

WHEREAS, the Transit Authority's Agency Safety Plan was developed under the guidance of NCDOT using a template of the FTA and is required to be updated by the agency annually unless more frequent updates are necessary; and

WHEREAS, Local Safety Committees for transit agencies are required to meet and monitor the progress of the plan in an effort reduce hazardous conditions and meet safety performance targets; and

WHEREAS, the goal of the program is to eliminate the human and fiscal cost of avoidable personal injury vehicle accidents and property damage; and

WHEREAS, this update includes FTA's final General Directive (24-1) to protect transit workers from assaults by requiring each transit agency subject to FTA's PTASP regulation to conduct a safety risk assessment, identify safety risk mitigations or strategies; and

WHEREAS, this update also includes annual performance measures and updates to the Hazard and Threat Assessment tables found in Exhibit 1 of the plan; and

WHEREAS, RATP Dev, the contractor operating WSTA, has made some significant changes to safety monitoring and training which will help WSTA improve its safety performance targets; and

WHEREAS, WSTA will use the procedures contained in the PTASP to continue to improve the safety and security of their operations and services; and

WHEREAS, WSTA's Board of Directors and the Safety Committee of the staff providing services recommends approval of the 2024 updates made to the PTASP.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area Transportation Planning Organization approves the City of Winston-Salem 2024 updates to the Winston-Salem Transit Authority’s Public Transportation Agency Safety Plan (PTASP).

Adopted on this the 20th of March, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

City of Winston - Salem



Public Transportation Agency Safety Plan

City of Winston Salem



December 1, 2024

Introduction

The City of Winston Salem, through its Transportation Department, is committed to providing safe, reliable, and efficient public transportation services to the community. As a recipient of Federal Transit Administration (FTA) funding under Section 5307, the city is responsible for developing and certifying the Public Transportation Agency Safety Plan (PTASP) in compliance with 49 CFR Part 673.

The City of Winston Salem contracts with RATP Dev to operate and maintain the Winston-Salem Transit Authority (WSTA), which includes fixed route and complementary paratransit services. This PTASP outlines the safety and management practices, policies, and processes that ensure compliance with FTA regulations while fostering a culture of safety across all transit operations.

Through this plan, the City and RATP Dev collaborate to achieve shared safety goals, ensure regulatory compliance, and continuously improve transit system safety. The city retains ultimate responsibility for overseeing the PTASP in collaboration with the WSTA Board of directors, while RATP Dev implements the daily safety activities outlined in this plan.

Purpose

The purpose of this PTASP is to:

- Establish a Safety Management System (SMS) that identifies and mitigates safety risks.
- Define clear roles and responsibilities for both the City of Winston Salem and RATP Dev
- Meet FTA requirements for safety performance monitoring, risk management, and safety promotion.

Scope

This PTASP applies to all public transportation services operated by RATP Dev for WSTA under contract with the City of Winston Salem, including:

- Fixed Route Services
- ADA Complementary Paratransit Services

The plan covers all aspects of transit operations, maintenance, and administration related to safety management. It also defines methods by which the city and RATP Dev will collaborate to monitor, assess, and improve safety performance.

Shared Responsibilities

City of Winston Salem

- Retains oversight and accountability for transit safety, compliance with FTA requirements, and annual certification of the PTASP.
- Monitors the implementation of safety activities by RATP Dev.

- Facilitates communication and ensures coordination among stakeholders

RATP Dev, USA

- Implements daily operational safety practices in alignment with the PTASP
- Identifies, assesses, and mitigates safety risks during service delivery
- Provide safety training and report safety performance data to the city

Through this shared approach, the City of Winston Salem and RATP Dev aim to provide the safest possible transit services for our community's residents and visitors.

Section 1: Transit Agency Information

General Information

City of Winston Salem aka WSTA

Accountable Executive: Jeffery Fansler, Director of Transportation

Chief Safety Officer: Levine Hedgepeth, RATP Dev USA, AGM Safety

1060 North trade St Winston Salem, NC 27101 336-793-3294

Modes of Service: Bus (MB) and Shared Ride Paratransit (SRP)

FTA Funding Sources:

FTA Section 5307

FTA Section 5303

FTA Section 5310

FTA Section 5339

Modes of Service Directly Provided:

- Bus (MB) Demand Response (DR) Demand Response Taxi (DT) Shared ride paratransit (SRP)
- Bus Rapid Transit (RB) Commuter Bus (CB) Jitney (JT) Publico (PB) Trolleybus (TB)
- Vanpool (VP)

City of Winston Salem/WSTA does not provide transit services on behalf of another transit agency or entity.

RATP Dev USA, Inc. provides the transit modes below on behalf of the following transit agency(s) or entity(s).

Transit Agency: *City of Winston Salem aka Winston Salem Transit Authority WSTA*

Bus (MB) Shared Ride Paratransit (SRP) Demand Response (DR) Demand Response Taxi (DT)

Bus Rapid Transit (RB) Commuter Bus (CB)

Section 2: Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	City of Winston Salem/Winston Salem Transit Authority		
Signature by the Accountable Executive	Jeffery Fansler, Accountable Executive	Date of Signature	
Approval by the Board of Directors or an Equivalent Authority	Winston-Salem Transit Authority Board of Directors	Date of Approval	
	Winston-Salem Transit Authority Safety Plan		
	City of Winston Salem – Transportation Department		
Certification of Compliance	Levine Hedgepeth, CSO	Date of Certification	
	Winston-Salem Transit Authority Public Transportation Agency Safety Plan		
	A copy of the WSTA Board Resolution #20-101, in support of the City of Winston Salem Public Transportation Agency Safety Plan, is maintained on file by the Transit Planning Manager in the Transportation Department.		
Version Number and Updates			
Record the complete history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
Number 1 - 2020	Not Applicable	New Document	Dec, 2020
Number 2 - 2023	Safety Committee included	BIL requirements	Nov, 2022
Annual Review and Update of the Public Transportation Agency Safety Plan			
The City of Winston-Salem and RATP Dev USA, Inc. will review and update this plan by July 1 each year. The Accountable Executive will review and approve any changes, sign the new PTASP, and then forward it to the City Manager's Office and City Council for review and approval.			
<i>Include explanation of triggers for Plan updates, process of presenting to AE and BOD for annual approval.</i>			

Section 3: Safety Performance Targets

Safety Performance Targets

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

The targets below are based on a review of the process of the previous two years of the Winston Salem Transit safety performance data.

Rate is Measured/100,000VRM

Measure	Mode of Transit Service	
	Fixed Route Bus	Demand Response
Major Event	5	5
Major Event Rate	1.5	1.5
Collision Rate	65	55
Pedestrian Collision Rate	0	0
Vehicular Collision Rate	50	45
Fatalities	0	0
Fatalities Rate	0	0
Transit Worker Fatalities Rate	0	0
Injuries	10	5
Injuries Rate	0.5	0.5
Transit Worker Injury Rate	7	7
Assaults on Transit Workers	0	0
Rate of Assaults on Transit Workers	0	0
System Reliability	33,596	28,397

Performance Measures:

◆ SAFETY PERFORMANCE MEASURE: FATALITIES (total number of reportable fatalities and rate per total vehicle revenue miles by mode)

Customers, employees and the public

- DATA - Fatalities by mode - 0
- DATA- Revenue miles by mode -1,143,886

◆ SAFETY PERFORMANCE MEASURE: INJURIES (total number of reportable injuries and rate per total vehicle revenue miles by mode)

Customers, employees and the public

- DATA-Accidents with injuries by mode - 26.1 events per total VRM of 1,143,886
- DATA- Revenue miles by mode - 1,143,886

◆ SAFETY PERFORMANCE MEASURE: SAFETY EVENTS (total number of reportable events and rate per total vehicle revenue miles by mode)

Combined above with reportable incidents for customers, employees and the public

- DATA-Safety incidents by mode-56 per total event
- DATA- Revenue miles by mode -1,143,886
- DEFINE - Safety incident vs. other incidents -Was not tracked in FY 2019 and FY 2020

◆ SAFETY PERFORMANCE MEASURE: SYSTEM RELIABILITY (mean distance between major mechanical failures by mode)

Relationship with TAM Plan -State of Good Repair (SGR) by mode

- DATA- Definition of system SGR in TAM
- DATA-Annual target data by mode
- DATA- Reference to TAM plan policies impacting system reliability
- DATA- Include annual System Reliability - 57,678
- DATA- Revenue miles by mode-1,143,886
- DATA- Major mechanical failure by mode with dates -0
- DEFINE- Major mechanical failure
 - Towed from service
 - Brakes
 - Doors

- Engine cooling systems
- Steering, axles and suspension

◆ SAFETY PERFORMANCE MEASURE: TRANSIT WORKER ASSAULTS

Relationship with Agency Safety Plan (ASP) – Worker Safety and Security

- DATA - Definition of transit worker assault in the ASP
- DATA - Annual target data for transit worker assaults
- DATA - Reference to ASP policies and procedures addressing worker safety and assault prevention
- DATA - Include annual number of transit worker assaults – 0
- DATA - Total transit worker hours for the reporting year – 245,000
- DATA - Breakdown of assault types by category and dates (e.g., physical, verbal, or other)
- DEFINE - Transit worker assault:
 - Physical Assault: Any physical contact intended to cause harm, including striking or use of weapons
 - Verbal Assault: Threatening or abusive language directed at workers
 - Other Assaults: Spitting, throwing objects, or other hostile acts against workers

Safety Performance Target Coordination		
Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.		
The City of Winston-Salem will share safety performance targets with the Winston-Salem Area Transportation Planning Organization (WSATPO) as part of its continued coordination of transit data. This data will include Transit Asset Management Plan updates and anticipated capital replacement schedules.		
Targets Transmitted to the State	State Department of Transportation	Date Targets Transmitted
	North Carolina Integrated Mobility Division	December 19, 2024
	Metropolitan Planning Organization	Date Targets Transmitted

Targets Transmitted to the Metropolitan Planning Organization(s)	Winston Salem Area Transportation Planning Organization	February 20, 2024
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Section 4: Safety Management Policy

Safety Management Policy Statement:

The City of Winston, through its Transportation Department and RATP Dev, is fully committed to providing a safe and secure public transportation system (WSTA). This commitment is embedded in our policies, procedures, and daily practices, which are guided by the principles of the Safety Management System (SMS).

The City of Winston Salem and RATP Dev collaborate to identify, assess, and mitigate safety risks while fostering a proactive safety culture. We are committed to ensuring the safety of our passengers, employees, and the public through continuous safety performance monitoring and improvement.

This Safety Management Policy serves as the foundation for our PTASP and reflects the following principles:

1. Safety is the highest priority and integral to all transit operations and maintenance activities.
2. Clear roles and responsibilities are established for the city and RATP Dev to ensure compliance with FTA safety requirements.
3. Safety objectives are achieved through hazard identification, risk assessment, and effective mitigations.
4. Employees at all levels are empowered and encouraged to report safety concerns without fear of reprisal.
5. Continuous training, communication, and collaboration support the development of a strong safety culture.

X

Accountable Executive

Safety Management Policy Communication:

Effective communication of the safety policy is critical to fostering a safety culture throughout the transit organization. The City of Winston Salem and RATP Dev are committed to ensuring that the safety policy is clearly communicated, understood, and actively supported by all employees, contractors, and stakeholders involved in transit operations.

1. Communication Goals

The goals of safety policy communication are to:

- Ensure all personnel understand their roles and responsibilities under the Safety Management System (SMS).
- Reinforce the organization's commitment to safety at all levels.
- Promote a culture where employees feel empowered to report safety concerns without fear of reprisal.
- Provide consistent messaging regarding safety priorities, updates, and performance goals.

2. RATP Dev Communication Methods

The safety policy is communicated through various channels to ensure it reaches all relevant personnel and stakeholders.

Internal Communication

- Employee Handbooks:
 - Include the safety policy and SMS principles in onboarding materials for new hires.
- Safety Briefings and Toolbox Talks:
 - Conducted regularly to discuss the safety policy, procedures, and updates in operational settings.

Training Sessions:

- Provide detailed explanations of the safety policy and its implementation during initial and refresher training programs.
- Posters and Signage:
 - Display key elements of the safety policy prominently in break rooms, dispatch centers, and maintenance facilities.

Digital Platforms:

- Utilize email newsletters, intranet portals, and mobile apps to disseminate the safety policy and related updates.

External Communication

- Public Announcements:
- Share the organization’s commitment to safety through press releases, website updates, and public forums.

Stakeholder Engagement:

- Communicate the safety policy to external partners, including local government agencies, state safety oversight organizations, and community groups.

3. Management Role in Communication

The RATP Dev management team plays an active role in communicating the safety policy.

- Visible Commitment: Management demonstrates their commitment to safety through regular employee engagement, participation in safety meetings, and visible support for SMS initiatives.
- Consistency of Messaging: Management ensures that safety-related messages are consistent across all levels of the organization and align with the safety policy’s objectives.
- Feedback Mechanisms: Management encourages open dialogue and continually solicits employee feedback to improve safety practices and communication efforts.

4. Employee Engagement in Safety Policy Communication

Employees are integral to the success of the safety policy and must be actively engaged in its communication.

- Employee Safety Reporting Program (ESRP)
- Encourage employees to report hazards, near-misses, and safety concerns, which are integral to monitoring the effectiveness of the safety policy.
- Safety Committees

Authorities, Accountabilities, and Responsibilities:

As mentioned in the Safety Policy Statement, the ultimate authority for the success of this PTASP falls to the Accountable Executive (AE). The Chief Safety Officer (CSO), the administration and management team, and employees who fulfill their commitment to safety daily support the AE.Accountable Executive (AE):

The Accountable Executive for the City of Winston Salem is Jeff Fansler, Director of Transportation. The Accountable Executive is responsible for:

- Ensuring the implementation and operation of the SMS.
- Allocating resources necessary to address safety concerns
- Certifying the PTASP annually.

Chief Safety Officer (CSO):

The Chief Safety Officer (CSO) is Levine Hedgepeth, Assistant General Manager of Safety and Training for RATP Dev USA, designated by RATP Dev USA in consultation with the City of Winston Salem. The CSO is responsible for:

- Managing safety risk processes.
- Monitoring safety performance data and trends
- Coordinating hazard identification and mitigation activities

Roles and Responsibilities

City of Winston Salem

- Oversees compliance with FTA safety regulations
- Reviews of safety performance data provided by RATP Dev USA
- Audits and monitors the operator's implementation of the PTASP

RATP Dev, USA

- Implement day-to-day safety policies and procedures
- Conducts safety risk assessments and ensures mitigation are in place
- Reports safety data to the city and participate in regular safety meetings.

Employee Safety Reporting Program (ESRP):

RATP Dev USA encourages employees to report safety concerns through the Employee Safety Reporting Program.

No employee will face retaliation for reporting safety concerns. All reports are reviewed and addressed promptly to ensure a safe work and service environment.

Section 5: Safety Risk Management

The Safety Risk Management process is a core component of the Safety Management System and ensures that safety hazards are proactively identified, assessed, and mitigated. The City of Winston Salem, through the Transportation Department, in collaboration with RATP Dev, conducts SRM activities to manage risks to an acceptable level while maintaining compliance with FTA regulations.

1. Hazard Identification:

Hazard identification is a continuous process that involves collecting data and feedback from various sources to identify potential or existing safety risks. The City of Winston Salem and RATP Dev USA jointly participate in this process to ensure a comprehensive approach.

Sources of Hazard Identification

- Employee reports submitted through the Employee Safety Employee Reporting Program
- Review of operational incidents, near misses, and accidents.
- The City of Winston Salem or RATP Dev USA conducts periodic inspections and audits.
- Feedback from passengers and the public.
- Analysis of safety trends using safety performance data.

Hazard Reporting

- All identified hazards are documented in a centralized Hazard Tracking Log maintained by the CSO at RATP Dev, USA, with oversight from the City of Winston Salem.
- Employees are encouraged to report hazards confidentially and promptly via established reporting channels.

1. Risk Assessment

Once hazards are identified, they are assessed to determine the likelihood and severity of potential safety risks. The City of Winston Salem and RATP Dev, USA, collaborate on risk assessments.

A. Risk Assessment Criteria

Table 2 – Hazard Probability Categories		
Description	Level	Probability of occurrence or experience
Frequent	A	Likely to occur frequently or to be continuously experienced
Probable	B	Can be expected to occur more than once in the life of a system or a particular location or piece of equipment
Occasional	C	Likely to occur sometime in the life of a system or a particular location or piece of equipment
Remote	D	Unlikely but possible to occur in the life of a system or a particular location or piece of equipment
Improbable	E	Highly unlikely, but not impossible to occur in the life of a system or a particular location or piece of equipment
Eliminated	F	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.

a. Risk Matrix

The city and RATP Dev USA utilize a standardized Risk Matrix to classify risks as listed below:

Table 3 – Hazard Severity Categories

Description	Category	Definition
Catastrophic	1	Significant system loss, or many serious injuries and/or fatalities
Critical	2	Severe injury, and/or major system damage
Marginal	3	Minor injury, minor occupation illness, minor system damage
Negligible	4	Less than minor injury, illness, or system damage

MIL-STD-882E Risk Assessment Matrix				
SEVERITY \ PROBABILITY	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	1A	2A	3A	4A
Probable (B)	1B	2B	3B	4B
Occasional (C)	1C	2C	3C	4C
Remote (D)	1D	2D	3D	4D
Improbable (E)	1E	2E	3E	4E
Eliminated (F)	ELIMINATED			

Hazard Risk Index	Criteria by Index
	Unacceptable. High Priority 1 (Immediate Action must be taken.)
	Undesirable. Medium Priority 2 (See section 2.4.4)
	Acceptable with Review. Low Priority 3
	Acceptable without Review
	Hazard was identified and eliminated.

b. Risk Prioritization

Risks categorized as high or unacceptable are given priority for mitigation.

2. Risk Mitigation

Mitigation measures are developed and implemented to address identified risks. These measures are designed to eliminate hazards, reduce their likelihood, or minimize consequences.

Mitigation Strategies:

- Engineering solutions (e.g., installing protective barriers on vehicles).
- Administrative controls (e.g., revising standard operating procedures, implementing new training programs).
- Enhanced monitoring (e.g., additional audits or performance checks)
- Public Awareness Campaigns (e.g., Signage, communication, patrol)

Roles and Responsibilities for Mitigation:

- City of Winston Salem: Oversees the implementation of mitigation measures and ensures alignment with the PTASP.
- RATP Dev: Executes mitigation actions and reports progress to the City of Winston Salem.

Tracking and Monitoring:

The Hazard Tracking Log documents mitigation measures. Its effectiveness is monitored through regular reviews, performance data analysis, and follow-up inspections.

Section 6: Safety Performance Monitoring and Measurement

Safety performance monitoring and measurement are essential components of the Safety Assurance process within the Safety Management System (SMS). The City of Winston Salem and RATP Dev USA collaborate to track, evaluate, and improve safety performance, ensuring compliance with FTA regulations and continuous improvement in transit operations.

1. Safety Performance Targets (SPTs)

The City of Winston-Salem establishes annual Safety Performance Targets (SPTs) to align with federal and state safety goals. These targets are developed in collaboration with RATP Dev USA and are consistent with the National Public Transportation Safety Plan (NSP).

Key Safety Performance Indicators (SPIs):

- Fatalities: Total number of fatalities and fatality rate per 100,000 vehicle revenue miles (VRM).
- Injuries: Total number of injuries and injury rate per 100,000 VRM.
- Safety Events: Total number of safety events (collisions, derailments, etc.) and rate per 100,000 VRM.
- System Reliability: Mean distance between major mechanical failures (miles).

Target Setting Process:

- Analyze historical safety data and identify trends.
- Collaborate with regional stakeholders, such as the North Carolina Department of Transportation or Metropolitan Planning Organization, to ensure alignment with regional goals.
- Update targets annually based on performance reviews and changes in operations.

2. Data Collection and Monitoring

Safety performance is continuously monitored using real-time data, periodic reports, and performance audits.

Data Sources:

- Incident Reports: Accidents, near-misses, and safety events reported by employees and supervisors.
- Maintenance Records: Vehicle reliability and inspection logs.
- Operator Logs: Daily service reports from bus operators or other personnel.
- Customer Feedback: Complaints or commendations related to safety.

Monitoring Tools:

- Hazard Tracking Log: A centralized system for tracking hazards and corrective actions.
- Safety Performance Dashboards: Visual tools used to display real-time performance metrics.
- Audits and Inspections: Regularly scheduled evaluations of transit operations and facilities.

3. Safety Performance Reviews

The City of Winston Salem and RATP Dev USA conduct regular reviews of safety performance to identify trends, assess the effectiveness of mitigations, and ensure continuous improvement.

Review Frequency:

- Monthly: Performance meetings to discuss key metrics, recent incidents, and corrective actions.

Formal reviews of progress toward Safety Performance Targets.

Comprehensive evaluation of overall safety performance, used to inform updates to the PTASP.

Stakeholder Involvement:

- Internal stakeholders, including city staff and private operator management, participate in safety reviews.
- External stakeholders, such as state oversight agencies, may be consulted.

4. Corrective Actions and Continuous Improvement

When safety performance monitoring reveals deficiencies, the City of Winston Salem and RATP Dev USA take corrective actions to address the root causes and prevent recurrence.

Corrective Action Process:

1. Identification: Document deficiencies through monitoring, audits, or incident investigations.
2. Analysis: Conduct root cause analysis to determine underlying issues.
3. Action Plan: Develop and implement mitigation measures or process improvements.
4. Tracking: Monitor the implementation and effectiveness of corrective actions.

Feedback Loop:

Lessons learned from incidents and corrective actions are incorporated into future training, procedures, and the hazard identification process.

5. Reporting and Documentation

The City of Winston Salem and RATP Dev USA ensure transparency and accountability by maintaining detailed safety performance monitoring activities records.

Documentation Requirements:

- Incident reports and investigation summaries.
- Hazard tracking and mitigation logs.
- Safety performance metrics and trends.
- Audit and inspection results.

FTA Reporting:

Safety performance data is submitted annually to the National Transit Database (NTD) as required by the FTA.

Section 7: Safety Promotion

Safety Promotion is a key SMS component and involves creating a strong safety culture through practical training, communication, and employee engagement. RATP Dev ensures that all employees have the knowledge, skills, and motivation to support a safe public transportation system.

1. Safety Training

Comprehensive and ongoing training programs ensure employees understand their roles and responsibilities in maintaining a safe transit system.

2. Training Programs:

a. RATP Dev USA provides training tailored to the needs of each employee group, including:

Operators:

- Safe driving practices and defensive driving techniques.
- Emergency response procedures.
- Passenger assistance and de-escalation strategies.
- Maintenance Staff:

Safe equipment handling.

- Preventive maintenance procedures.
- Hazardous materials awareness.
- Supervisors and Managers:
- Leadership in safety practices.
- Accident investigation and hazard identification.
- Safety data analysis and reporting.

b. Frequency of Training:

- Initial training is provided during onboarding.
- Refresher training is conducted annually or as needed based on operational changes.
- Specialized training is provided following incidents or updates to safety policies.

c. Training Documentation:

- RATP Dev USA maintains employee training records and shares updates with the City of Winston Salem.
- Training records are audited regularly to ensure compliance with FTA requirements.

2. Safety Communication

Effective communication ensures that safety information is shared with employees, contractors, and stakeholders to promote awareness and engagement.

a. Communication Methods:

- Safety Bulletins and Newsletters
- Regularly distributed to employees to highlight safety updates, best practices, and incident lessons learned.

b. Safety Meetings:

- RATP Dev USA conducts monthly safety meetings to review performance and address emerging concerns.
- Digital Platforms
- Email alerts, intranet updates, or mobile apps can be used to disseminate urgent safety information.
- Posters and Signage
- Displayed in workplaces and vehicles to reinforce safety policies and procedures.

c. Two-Way Communication:

- RATP Dev USA encourages open dialogue between employees and management.
- Employees are empowered to report safety concerns through the Employee Safety Reporting Program (ESRP) and receive feedback on how their reports are addressed.

3. Building a Safety Culture

A strong safety culture is the foundation of a successful SMS. RATP Dev USA is committed to fostering a positive and proactive approach to safety at all organizational levels.

a. Key Elements of Safety Culture:

Leadership Commitment:

- RATP Dev USA Management demonstrates a visible commitment to safety through active participation and resource allocation.

Employee Engagement:

- Employees are encouraged to take ownership of safety by identifying risks, proposing solutions, and participating in safety committees.

Recognition Programs:

- Safe behaviors and outstanding contributions to safety are recognized through awards and public acknowledgments.

4. Coordination Between the City and RATP Dev USA

The City of Winston Salem ensures that RATP Dev USA aligns its safety promotion activities with the objectives of this PTASP.

- Regular coordination meetings discuss training needs, communication strategies, and safety culture initiatives.
- Joint safety campaigns are developed to address seasonal risks, high-priority concerns, or significant operational changes.

Section 8: Additional Information

This PTASP was developed from information in the other City of Winston Salem and RATP Dev documents, policies, procedures, and manuals. The documents listed below include the following:

- RATP Dev USA Employee Handbook
- RATP Dev USA Industrial Safety Program
- RATP Dev USA Safety Program
- WSTA's Vehicle Maintenance Plan
- City of Winston Salem Safety Policies and Procedures
- RATP Dev USA Facility Maintenance Plan
- RATP Dev USA Training Manual

Section 9: Definitions of Terms Used in the Safety Plan

The City of Winston Salem and RATP Dev USA incorporate FTA's definitions in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

- Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
- Equivalent Authority means an entity carrying duties like that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.
- Event means any Accident, Incident, or Occurrence.
- Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

- Incident means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- Investigation means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302.
- Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time required by the FTA.
- Public Transportation Agency Safety Plan (or Agency Safety Plan) means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.
- Risk mitigation means a method or method to eliminate or reduce the effects of hazards.
- Safety Assurance means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees regarding safety.
- Safety Management System means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- Safety performance target means a performance target related to safety management activities.
- Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

- Safety Risk Management means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risks.
- Serious injury means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- Transit agency means an operator of a public transportation system.
- Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Section 10: Commonly Used Acronyms

Acronym	Word or Phrase
ADA	Americans with Disabilities Act of 1990
ASP	Agency Safety Plan (also referred to as a PTASP in Part 673)
CFR	Code of Federal Regulations
WSTA	Winston Salem Transit
ESRP	Employee Safety Reporting Program
FTA	Federal Transit Administration
NCDOT	North Carolina Department of Transportation
MPO	Metropolitan Planning Organization
Part 673	49 CFR Part 673 (Public Transportation Agency Safety Plan)
SMS	Safety Management System
SSP	System Safety Plan
u.s.c.	United States Code
VRM	Vehicle Revenue Miles

XHIBIT 1 HAZARD AND
THREAT ASSESSMENTS



The city of
Winston Salem

Accident and Incident Assessment

Threat/Hazard	A. Likelihood 1=Improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
Accidents & Incidents				
Minor Vehicle Collision	5	1	1	7
Major Collision no injuries	1	1	1	3
Major Collision injury/injuries	1	1	1	3
Major Collision fatality	1	1	5	7
Passenger Injury before boarding/ after alighting	1	1	1	3
Passenger Fall On vehicle/ no injury	1	1	1	3
Passenger Fall on vehicle/. injury	1	1	1	3
Employee Injury	1	1	1	3
Wheelchair Lift Failure/no injury	1	1	1	3
Wheelchair Lift Failure/injury	1	1	1	3
Injury based on Securement Problem	1	1	1	3



The city of Winston Salem

Organizational Infrastructure Assessment

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1 =negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Organizational Infrastructure</i>				
Trespassing	1	1	1	3
Vandalism	1	1	1	3
Employee Theft	1	1	1	3
Bomb Threat	1	5	10	16
Dangerous Mail	1	5	10	16
Brief Power Outage	1	1	1	3
Extended Power Outage	1	5	1	7
Hard Drive Crash/Cyber Attack	1	1	1	3
Loss of Landline Phone Service	1	1	1	3
Loss Of Cell Phone Service	1	1	1	3
Loss Of Radio System	1	5	1	7
Minor Structural Fire	1	1	1	3
Major Structural Fire	1	5	5	11
Vehicle Fire without injuries	1	1	5	7
Vehicle Fire with injury/ fatality	1	1	10	12



The city of Winston Salem

Acts of Nature Assessment

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Acts of Nature</i>				
Flooding in community	10	3	1	14
Flooding of transit facilities	1	1	1	3
Severe Winter Weather	10	5	5	20
Fog	10	5	1	16
Tornado	1	1	1	3
Severe Thunderstorms	10	5	1	16
Fires	1	1	1	3
Landslide/ Rockslide/ Mudslide/ Sinkhole	5	2	1	8



The city of Winston Salem

Winston-Salem Hazardous Materials Assessment

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Hazardous Materials</i>	5	1	1	7
Blood borne Pathogen Spill	5	1	1	7
Toxic Release	1	1	1	3
Fuel Related Event	5	1	1	7



The city of
Winston Salem
 Assaults on Transit Workers

Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Criminal Activity</i>				
Non-employee Theft	5	1	1	7
Menacing Behavior on Vehicle	10	1	1	12
Assault on Vehicle	10	1	1	12
Assault on Employees at or near facility	5	1	1	7
Shooter on Vehicle	5	1	1	7
Hostage Situation on Vehicle	5	1	1	12



Threat/Hazard	A. Likelihood 1=improbable 10=certain	B. Impact on Service Delivery 1=minor 10=catastrophic	C. Financial Impact 1=negotiable 10=catastrophic	Vulnerability Index (A+B+C)
<i>Terrorism</i>				
Suspicious Item on Vehicle	5	1	1	7
Improvised Explosive Device	1	1	1	3
Chemical Weapon	1	1	1	3
Biological Weapon	1	1	1	3
Radiological Weapon	1	1	1	3



The city of
Winston Salem
 Prioritized Risk Reduction

<i>Vulnerabilities Identified</i>		<i>Risk Reduction Actions Planned</i>
1	Accidents and Incident Assessments	Investigate accidents and collect the necessary information and data needed. Use data and information compiled to retrain and provide additional training for staff.
2	Organization Infrastructure Assessment	Ensure phones have the capability of recording all phone calls received at the facility. Work with law enforcement to investigate major vulnerabilities identified and secure facility.
3	Acts of Nature Assessment	Work with Emergency Operation Center to address specific nature threat/hazard using established emergency procedures to address each vulnerabilities identified. Work with staff to ensure they work with the public when dealing with natural disaster.
4	Hazardous Materials Assessments	Review OSHA guidelines and procedures to address major vulnerabilities identified. Work with OSHA to ensure staff is aware of and adhere to OSHA requirements. Provide ongoing and additional training on OSHA requirements to staff.
5	Criminal Activity Assessment	Examine operational procedures for criminal activities through active review of videos posted throughout facilities and vehicles. Work with law enforcement on training opportunities to ensure staff are held responsible for their actions.
6	Domestic or International Terrorism Assessment	Work with subject matter expertise to provide training to staff on terrorism and recognize acts of terrorism. Monitor and evaluate corrective actions implemented to address local and international terrorism acts.

ITEM #9

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 9

Action Requested: Review of Fiscal Year 2026 Congestion Mitigation and Air Quality (CMAQ) and Fiscal Year 2024 and 2025 Carbon Reduction Program (CRP) Projects for the Winston-Salem Area Transportation Planning Organization (WSATPO).

SUMMARY OF INFORMATION: Attachments: Yes X No _____

Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants. In North Carolina, the North Carolina Department of Transportation (NCDOT) serves as the administrator for this program. Funding is apportioned to North Carolina based on the population in non-attainment and maintenance areas of the state and the severity of air quality problems.

Carbon Reduction Program (CRP) is a federal program that funds projects that reduce on-road emissions of carbon dioxide. This program is also administered by NCDOT.

On October 1, 2024, the Winston-Salem Area Transportation planning Organization issued a call for projects that concluded on November 13, 2024, with no applicants. The call for projects was reopened on December 10, 2024, and concluded on January 3, 2025. This call for projects will program a total of \$2,874,395 across the two programs. Of that, 64.5% is \$1,854,395 in FY26 CMAQ funding and 35.5% is \$1,019,898 in FY24 and FY25 CRP funding. Broken down by fiscal year, the CRP allocation is based on unallocated amounts from FY24 (\$124,000) and the full allocation amount for FY25 (\$895,898). Based on discussions between the TPO, NCDOT/FHWA, and the Village of Clemmons, the previously approved \$124,000 for the Village of Clemmons' electric vehicle (EV) purchase of two F-150 Lightning Trucks has been unallocated.

Two (2) candidate projects totaling \$2,600,000 were submitted for funding consideration during the call for projects. Emissions reductions as estimated by the Forsyth County Office of Environmental Assistance and Protection (FCOEAP) constituted 50% of the score, and the quantitative checklist and project narratives each constituted 25%. Since project requests did not exceed the amount of available funds and both projects are eligible under CMAQ and CRP, staff recommends that both projects receive full funding as shown below:

1. Piedmont Authority for Regional Transportation (PART), requesting \$1,800,000 for the Winston-Salem/High Point PART Express Route – 1-74 Corridor. **Full funding in the amount of \$1,800,000 is recommended.**
2. City of Winston-Salem, requesting \$800,000 for Downtown Streetlight Procurement and Replacement. **Full funding in the amount of \$800,000 is recommended.**

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

The Forsyth County Office of Environmental Assistance & Protection evaluated all projects to determine the daily pollutant reduction in kilograms. The FCOEAP uses a series of computer models that estimate the average emissions for different types of highway vehicles. The vehicle emission factors, projected number of vehicles a project will remove from the network, and dynamics are used to determine the annual emissions reduction. The recommended projects are projected to yield a daily reduction in pollution of 24.479 kilograms per day and 784.556 kilograms per day, respectively.

Winston-Salem Area TPO staff scored projects using a quantitative checklist.

The Project Selection Committee rated each of the projects based on how the applicants responded to narrative prompts.

The attached includes a table summarizing the funding recommendations, each project’s emissions evaluation and application, and documentation of the final FY 2026 CMAQ and FY 2024 and FY 2025 CRP allocations for the WSATPO.

**RESOLUTION
APPROVING THE FISCAL YEAR 2026 CONGESTION MITIGATION AND AIR
QUALITY (CMAQ) AND FISCAL YEARS 2024, 2025 CARBON REDUCTION
PROGRAM (CRP) PROJECTS FOR THE WINSTON-SALEM AREA
TRANSPORTATION PLANNING ORGANIZATION**

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, Congestion Mitigation & Air Quality (CMAQ) is a federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for air quality pollutants; and

WHEREAS, Carbon Reduction Program (CRP) that funds transportation projects that reduce on-road emissions of carbon dioxide; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) allocated \$1,854,497 to the WSATPO for FY 2025 CMAQ program; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) allocated \$895,898 to the WSATPO for FY 2023 and \$895,898 for FY 2024 CRP program; and

WHEREAS, the previously approved FY 2024 CRP funds for Village of Clemmons EV project in the amount of \$124,000 was unallocated; and

WHEREAS, the total amount recommended for allocation in this call is \$2,874,395; and

WHEREAS, two (2) candidate projects were submitted for funding consideration:

1. the Piedmont Authority for Regional Transportation (PART) requested \$1,800,000 for the Winston-Salem/High Point PART Express Route – I-74 Corridor and
2. the City of Winston-Salem requested \$800,000 for Downtown Streetlight Procurement and Replacement.

WHEREAS, TPO staff recommend both projects for full funding under the FY 2026 Congestion Mitigation and Air Quality Improvement Program and FY 2024, FY 2025 Carbon Reduction Program; and

WHEREAS, the Forsyth County Office of Environmental Assistance & Protection evaluated each project to determine the daily pollutant reduction in kilograms and the selected two (2) projects are projected to yield a daily reduction in pollution of 24.479 kilograms per day and 784.556 kilograms per day, respectively; and

WHEREAS, the Project Selection Committee unanimously approved the funding recommendations as proposed by the TPO staff;

WHEREAS, as required by the WSATPO’s Public Participation Policy, the projects and

funding recommendations were available for public review and comment for at least thirty (30) days, between February 20, 2025, and March 20, 2025;

WHEREAS, ---comments were received,

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Urban Area Metropolitan Planning Organization has reviewed and approves the recommended ranking and funding of candidate CMAQ and CRP projects as shown in the attached table for the Winston-Salem Area and amends the Winston-Salem Area 2024–2033 Transportation Improvement Program (TIP).

Adopted on this the 20th day of March, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee

Winston-Salem Area Transportation Planning Organization
Congestion Mitigation and Air Quality Program (CMAQ) & Carbon Reduction Program (CRP)
Candidate Projects for FY 2026 CMAQ & FY 2024, 2025 CRP Funding
February 20, 2025

Ranking	Organization	Project Description	Total Annual Emissions Reduction (kg/year)	Criteria Pollutant (CO, NO _x , VOCs) Total Daily Emissions Reduction (kg/day)	Requested Amount (CMAQ + CRP Funds)	Applicant Local Match	Recommended Fiscal Year 2024, 2025 CRP Funds	Recommended Fiscal Year 2026 CMAQ Funds	Recommended Total
1	Piedmont Authority for Regional Transportation (PART)	Winston-Salem/High Point PART Express Route – I-74 Corridor	286,362.94	784.556	\$1,800,000	\$450,000	\$0	\$1,800,000	\$1,800,000
2	City of Winston-Salem	Downtown Streetlight Procurement and Replacement	8,934.835	24.479	\$800,000	\$250,000	\$800,000	\$0	\$800,000
		Total Requested			\$2,600,000				
		Total Available			\$2,871,783				
		Amount Allocated – CRP					\$1,017,286		
		Amount Allocated – CMAQ						\$1,854,497	
		TPO 2024, 2025 Combined CRP Allocation			\$1,017,286				
		TPO 2026 Annual CMAQ Allocation			\$1,854,497				
		Remaining Funding			\$271,783				

Application Scores, Ranks, and Funding Recommendations

CMAQ and CRP Emissions Reductions	Total Emissions Reduced (kg/yr)	Rank	Project Cost	Total Project Cost: Emissions Reduction Ratio	Rank	Weighted Total
PART Winston-Salem/High Point Express – I-74 Corridor	286,362.94	1	\$1,800,000	6.285729571	1	0.50
Winston-Salem Downtown Streetlight Procurement and Replacement	8,934.834	2	\$800,000	89.53718787	2	1

CMAQ and CRP Checklist Assessment	Score	Rank	Weighted Total
PART Winston-Salem/High Point Express – I-74 Corridor	50/60	1	0.25
Winston-Salem Downtown Streetlight Procurement and Replacement	30/60	2	0.5

CMAQ and CRP Narrative Assessment	Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Reviewer 5	Reviewer 6	Cumulative Score	Rank	Weighted Total
PART Winston-Salem/High Point Express – I-74 Corridor	13	13	12	11	12	13	74	1	0.25
Winston-Salem Downtown Streetlight Procurement and Replacement	10	11	4	10	11	10	56	2	0.50

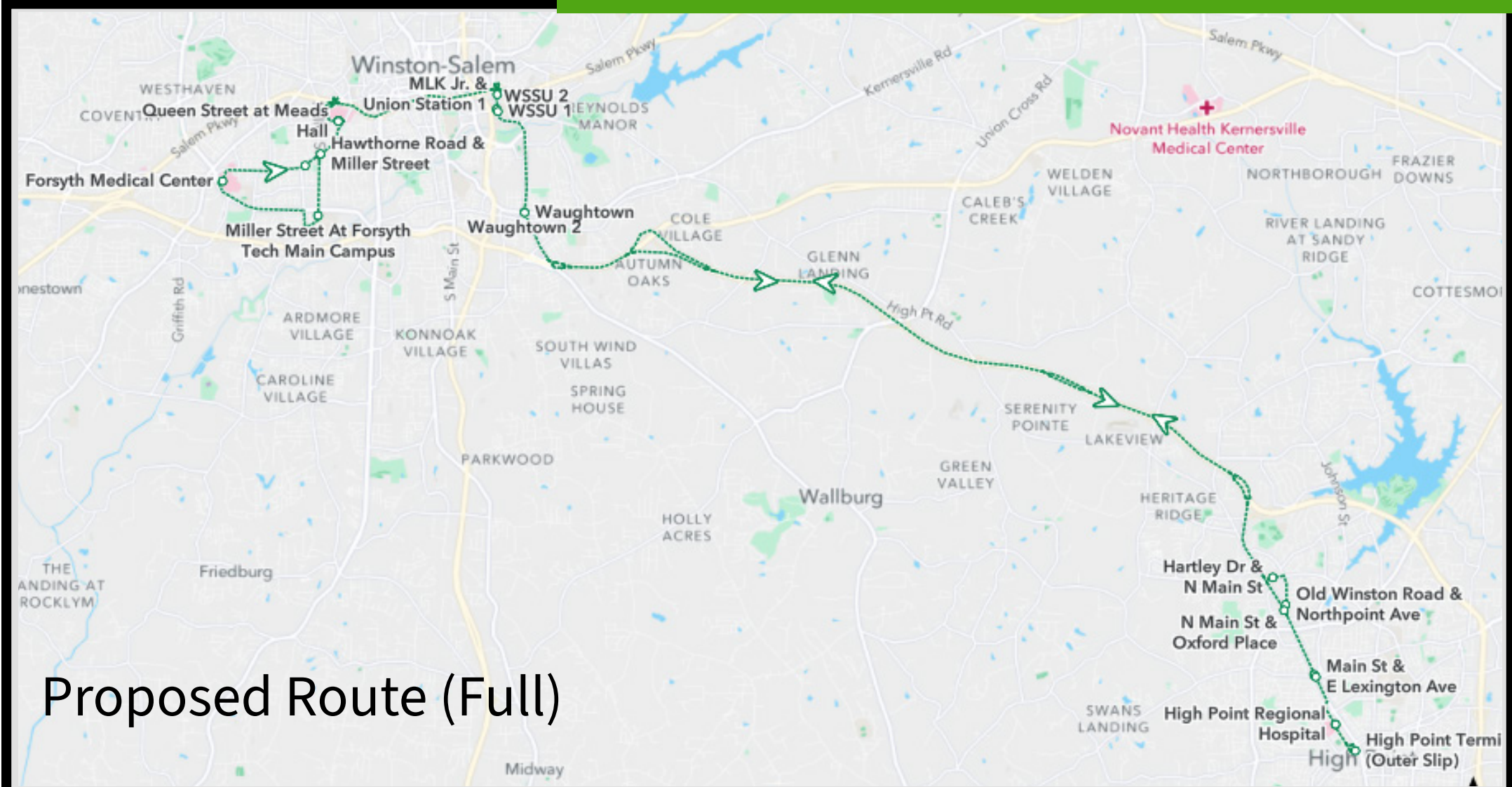
Tabulation	Cumulative Weighted Score
PART Winston-Salem/High Point Express – I-74 Corridor	1
Winston-Salem Downtown Streetlight Procurement and Replacement	2

Project	Rank	Recommendation
PART Winston-Salem/High Point Express – I-74 Corridor	1	\$1,800,000 CMAQ Only
Winston-Salem Downtown Streetlight Procurement and Replacement	2	\$800,000 CRP Only

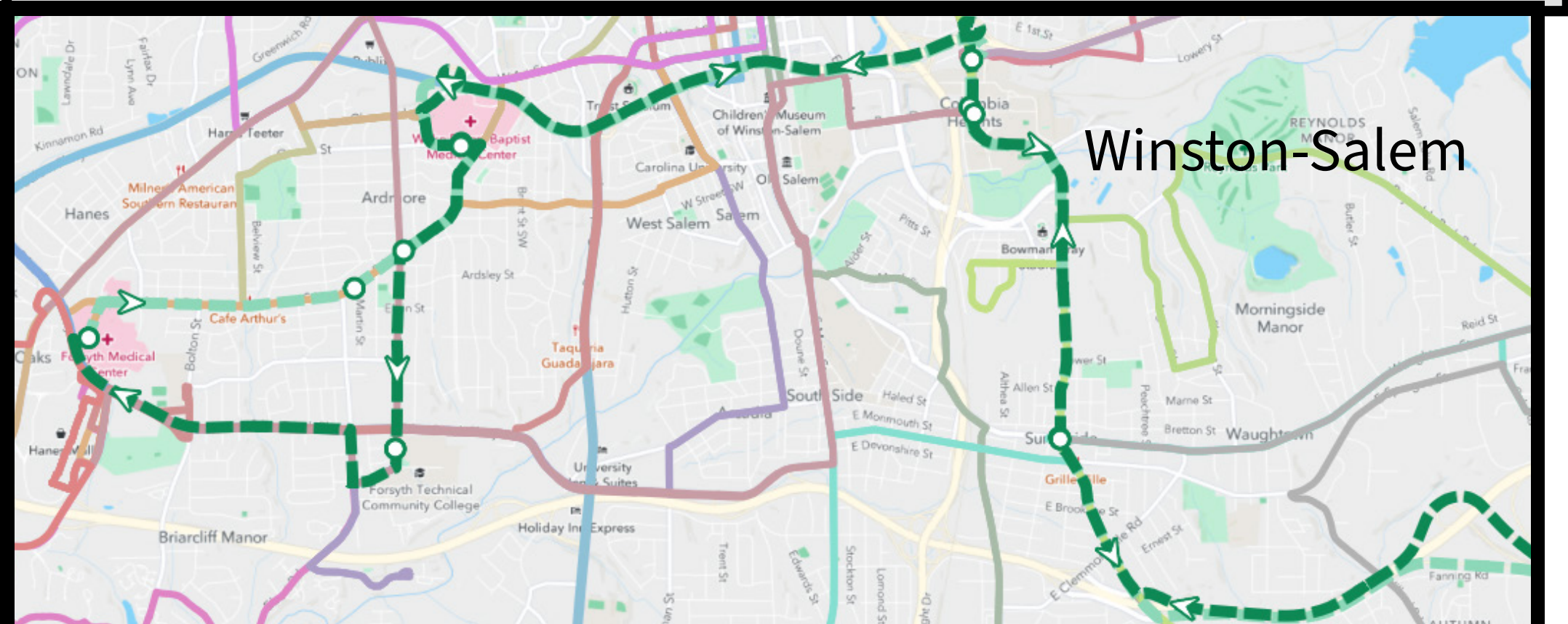
Winston-Salem/High Point PART Express Route - I-74 Corridor

#1

PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION (PART)

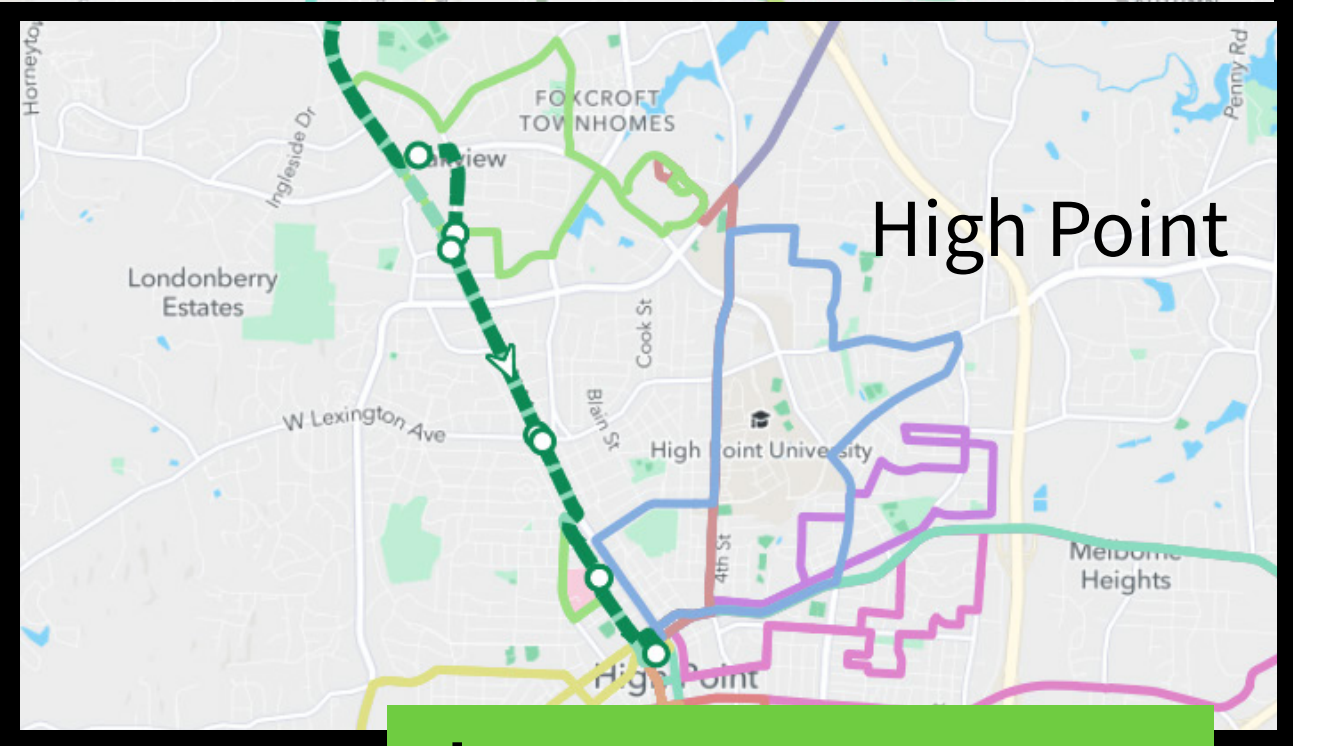


Proposed Route (Full)



Winston-Salem

DISCLAIMER: The information contained in these maps are for informational purposes only. The City of Winston-Salem, Forsyth County, and the Winston-Salem Area TPO make no warranty, representation, or guarantee as to the accuracy of any information contained herein.



High Point

\$1.8 million

~286,362.94 kg/year

Annual Emissions Reduction as estimated by the FCOEAP⁹⁴

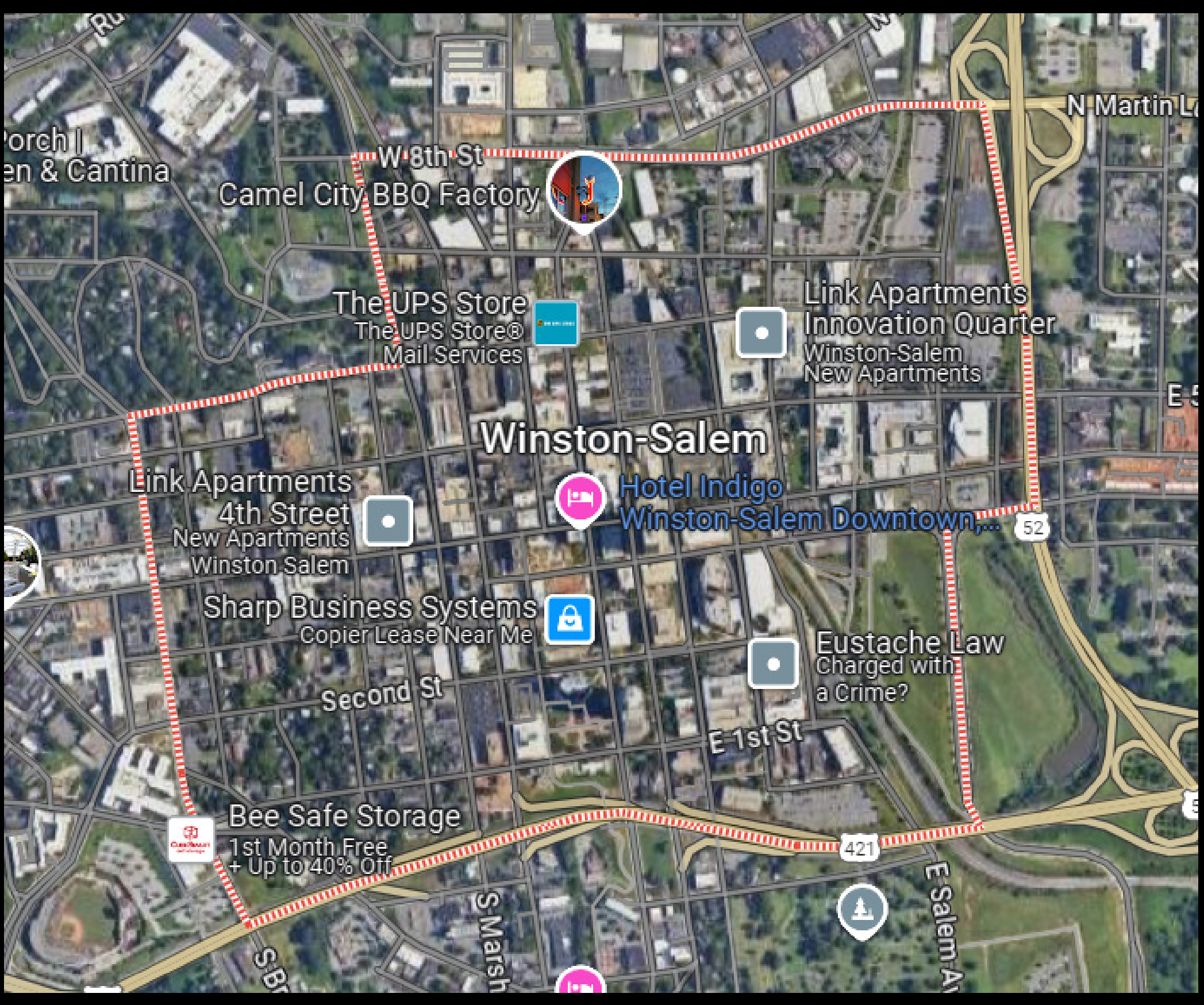
Recommended Funding 100% of requested funding

#2

Downtown Streetlight Procurement and Replacement City of Winston-Salem

\$800,000

Recommended Funding
100% of requested funding



~8,934.84 kg/year

Annual Emissions Reduction
as estimated by the FCOEAP

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APPLICATION PACKAGE | Table of Contents

- I. NCDOT CMAQ Application & Required Supporting Documents**
- II. Commonly Required CMAQ Toolkit Data Inputs**
- III. Checklist Assessment (WSUAMPO USE ONLY)**
- IV. Narrative Application**

Application Package

Part I. NCDOT CMAQ Application & Required Supporting Documents

1. On the following pages, please fill out **the NCDOT CMAQ Project Application Form**.
2. Please attach or combine a **PDF letter of support from the principal elected official or chief executive indicating support for 20% local match**.
3. Please attach or combine any other **supporting documentation** for the application, including project maps, Council minutes, feasibility studies, etc.



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

PO Allocation Competitive DOT Allocation

2 SELECT MPO/RPO(S)

Burlington-Graham MPO Gaston-Cleveland-Lincoln MPO Land of Sky RPO Triangle RPO
 Cabarrus-Rowan MPO Greensboro MPO NW Piedmont RPO Unifour RPO
 Capital Area MPO Hickory MPO Rocky Mount MPO Upper Coastal Plain RPO
 Charlotte Regional TPO High Point MPO Rocky River RPO Winston-Salem MPO
 Durham-Chapel Hill-Carrboro MPO Kerr-Tar RPO Southwestern RPO

3 PROJECT SPONSOR INFORMATION

Agency	Piedmont Authority for Regional Transportation		
Contact Name	Scott Rhine / Mark E. Kirstner		
Contact Title	CEO and General Manager / Director of Planning		
Address	107 Arow Road Greensboro, NC 27406 +		
Telephone	336-291-4316	Email Address	scottr@partnc.org / markk@partnc.org

4 PROJECT INFORMATION

Title	Winston-Salem / High Point PART Express Route - I-74 Corridor
Description	Implement a PART Express with direct service from Winston-Salem to High Point

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
<input type="checkbox"/> Planning, Engineering & Design			0	
<input type="checkbox"/> Right-of-Way			0	
<input type="checkbox"/> Construction			0	
<input checked="" type="checkbox"/> Transit Operation	1800000	450000	2250000	26
<input type="checkbox"/> Transit Implementation			0	
<input type="checkbox"/> Non-transit Implementation			0	
Project Total	1800000	450000	2250000	

6 ANTICIPATED PROJECT MILESTONE DATES

98

* Milestone dates must coordinate with funding schedule in Section 5.
 * Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	N/A
Plans, Specifications & Estimate package to be complete:	N/A
Right-of-Way acquisition to begin:	N/A
Anticipated let date (opening of bids):	N/A
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	N/A

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

PART General Revenue Funds

8 TRANSIT START-UP INFORMATION

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln	<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input checked="" type="checkbox"/> Forsyth	<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Person	<input type="checkbox"/> Union
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin	<input checked="" type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

<input type="checkbox"/> Transportation Control Measures	<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs
<input type="checkbox"/> Alternative Fuels	<input checked="" type="checkbox"/> Congestion Relief & Traffic Flow Improvements
<input checked="" type="checkbox"/> Transit Improvements	<input type="checkbox"/> Bicycle/Pedestrian Facilities & Programs
<input type="checkbox"/> Transportation Management Associations	<input type="checkbox"/> Carpooling & Vanpooling
<input type="checkbox"/> Freight/Intermodal	<input type="checkbox"/> Diesel Engine Retrofits
<input type="checkbox"/> Idle Reduction	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> Public Education & Outreach Activities
<input type="checkbox"/> I/M Programs	<input type="checkbox"/> Experimental Pilot Projects

11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

<input type="checkbox"/>	Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input checked="" type="checkbox"/>	Programs for improved public transit
<input type="checkbox"/>	Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/>	Employer-based transportation management plans, including incentives
<input type="checkbox"/>	Trip-reduction ordinances
<input type="checkbox"/>	Traffic flow improvement programs that reduce emissions
<input type="checkbox"/>	Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
<input checked="" type="checkbox"/>	Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/>	Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
<input type="checkbox"/>	Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/>	Programs to limit portions of road surfaces/certain sections of me 99 area to the use of non-motorized vehicles or pedestrian

<input type="checkbox"/>	Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/>	Programs to control extended idling of vehicles
<input type="checkbox"/>	Reducing emissions from extreme cold-start conditions
<input type="checkbox"/>	Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/>	Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

<input type="checkbox"/>	New facilities associated with a service increase	<input type="checkbox"/>	New vehicles used to expand the transit fleet
<input checked="" type="checkbox"/>	Operating assistance for new service (limit three years)	<input type="checkbox"/>	Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA **ATTENTION: WSUAMPO Staff and FCOEAP will fill out this section**
QUANTITATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:** Quantitative Qualitative

For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			4.084
Volatile Organic Compounds (VOC)			0.079
Oxides of Nitrogen (NOx)			1.277
Particulate Matter (PM2.5)			0.025
Carbon Dioxide equivalent (CO ₂ e)			779.091
Total Daily Emissions (kg)	0	0	784.556

• **Describe the method used to estimate the emissions reduction and show calculations: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)**

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

<input type="checkbox"/>	MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
<input checked="" type="checkbox"/>	Additional project description and/or details
<input checked="" type="checkbox"/>	Map of general project location
<input type="checkbox"/>	Complete emissions calculations
<input type="checkbox"/>	Any assumptions used
<input type="checkbox"/>	Other, please specify:

16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:	
---	--

17 SUBMIT

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website

Application Package

Part II. Commonly Required CMAQ Toolkit Data Inputs

The tables below summarize input data needed to run CMAQ Toolkit models for the most requested project types. Please fill out the tables corresponding to your project type, if applicable. Please contact the designated MPO staff with any questions. Please also review the data requirements for the project types at the link below. If applicant prefers to submit a pre-filled spreadsheet, please include that with this application instead of filling out this form.

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

Bicycle & Pedestrian Improvements

Estimate the shift in daily motorized passenger vehicle trips to non-motorized passenger trips due to the bicycle and pedestrian project. (Passenger Vehicle Trips / Day: Before and After Counts)	
Enter the typical one-way trip distance.	

EV & Infrastructure Purchase/Installation

Vehicle being replaced: Type / Model Year / Conventional Fuel Used	
Miles traveled by fleet (annual)	
Model year of EV to be purchased	
Miles traveled by new EV (annual)	
Will distance to your primary charging facility increase/decrease?	
If unrestricted access to infrastructure, estimate number of vehicles in your study area	
If unrestricted access, enter projected market share of replacement EVs after construction of facility	

Transit Bus Service and Fleet Expansion or Bus Replacement

# Days in Operation / Year	252	
Transit Bus Miles Traveled: Before and After	Before 0 / After 130,712	
Annual Passenger Vehicle Miles Traveled Before and After OR # Annual Passenger Trips Diverted by Project (Provide Before and After)	Trips - Before = 0 / After = 2	
Model Year of Replacement Bus vs. Current Bus	Current: N/A	Replacement: N/A
VMT of Replacement Bus vs. Current Bus	Current: N/A	Replacement: N/A

Application Package

Intersection Improvements

<u># Peak Hours</u>		<u>AADT</u>		<u>Peak Hour Volume</u>		<u># of Lanes</u>		<u>Truck %</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW1</u>	<u>RW1</u>	<u>RW2</u>
<u>Existing Delay per Vehicle (sec/veh)</u>		<u>Existing Left Turn Phase (Y/N)</u>		<u>Existing Right Turn Phase (Y/N)</u>		<u>Proposed Cycle Length (if Signalized intersection)</u>		<u>Left Turn Lanes to Add (#)</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>			<u>RW1</u>	<u>RW2</u>
<u>Proposed Left Turn Phase (Y/N)</u>		<u>Proposed Right Turn Phase (Y/N)</u>		<u>Ratio of Green Time per Cycle Time</u>					
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>				

Enter any other supporting information or data to help with running the model.

Application Package

PART III. Checklist Assessment

Winston-Salem/High Point PART
Express Route - I-74 Corridor

**THIS FORM FOR WINSTON-SALEM URBAN AREA MPO STAFF ONLY!
INCLUDED FOR ILLUSTRATIVE PURPOSES**

50/60

CRITERIA	MPO STAFF NOTES
<input type="checkbox"/> Project located on, along, or adjacent to a congested corridor as determined by RITIS Analysis or Congestion Management Process (CMP) [5 pts.] <ul style="list-style-type: none"> • CMP Congested Corridors or Travel Time Index ≥ 1.5 per RITIS 	Yes (+5)
<input type="checkbox"/> Project incorporates one or more strategies outlined in the CMP [5 pts.]	Yes - 1, 3 (+5)
<input type="checkbox"/> Incorporates proven safety countermeasure as outlined by FHWA or similar. [5 pts.]	No (0)
<input type="checkbox"/> Project improves the safety of a corridor with significant number of bicycle/pedestrian crashes in the last 5 years (defined as within 0.5 miles of project area) per NCDOT's Bicycle and Pedestrian Crash Map. [5 pts.- 5 or more, 3 pts.- 2 to 4, 1 pt.- at least 1]	5 or more bike/ped crashes (+5)
<input type="checkbox"/> Project provides enhanced connection to community health resources (defined as within 1/3 mile of recreational space, hospitals or medical facilities, access to fresh food, etc.) [5 pts.]	Yes - Forsyth Medical Center, High Point Regional Hospital, etc. (+5)
<input type="checkbox"/> Project is in a census block group with a TDI score of 12 or higher determined by the NCDOT Transportation Disadvantage Index tool. [5 pts.]	Yes - Union Station, WSSU, downtown High Point (+5)
<input type="checkbox"/> Project is in a census block group with a minority and low-income population above the MPO average as identified in the Metropolitan Transportation Plan (MTP). [5 pts.]	Yes (+5)
<input type="checkbox"/> Project will upgrade facilities to be ADA compliant and/or remove obstacles and other physical barriers to accessibility. [5 pts.]	Yes - adding transit service removes a barrier to those unable to drive (+5)
<input type="checkbox"/> Project is included in adopted plan. [5 pts.]	Yes - CTP (+5)
<input type="checkbox"/> Engineering feasibility study or equivalent preparation complete. [5 pts.]	Yes - Service Route Analysis (+5)
<input type="checkbox"/> Applicant represents community or organization that has not received funding in the last 4 years of federal calls for projects. [5 pts.]	No (0)
<input type="checkbox"/> Project provides new link to existing or funded sidewalk, bicycle, or transit facilities. [5 pts. - 3 or more 3 pts. - 2 or more 1 pt. - 1 or more]	Yes - Transit, Sidewalk (+5)

Application Package

Part IV. Narrative Application

CMAQ & CRP Project Narrative Application

Please address the five (5) questions in the application below fully, limiting your response to 1–2 paragraphs per prompt. This section of the application will be evaluated by a project selection committee and ranked according to the rubric on the following pages and in the context of all other projects. It is worth 25% of the project’s cumulative ranking.

Project Title: Winston-Salem / High Point PART Exp

1. Congestion Management

The CMAQ program focuses on reducing environmentally harmful emissions and relieving the congestion that gives rise to emissions. Congestion due to idling is a contributor to emissions in the Winston-Salem Urban Area and improving the mobility and accessibility for people and goods across the region is Goal #1 of the region’s Metropolitan Transportation Plan. Describe how your project would help address congestion concerns along the corridor, in its vicinity, and the transportation network as a whole. How might the project help contribute to performance measure goals as outlined in the Congestion Management Process?

The WS TPO Congestion Mitigation Plan identifies several congested corridors in the 2045 PM Peak. Two of them would be impacted by public transportation service in the I-74 corridor. They are the sections of Interstate 40 between I-74 through S. Main Street and US 52/NC 8 between Waughton Street and Rams Drive.

The preferred route has a projected 92 trips per days which would reduce VMT's in the congested corridors. This reduction in VMT through the introduction of public transportation directly addresses seven objectives under four different goals of the 2022 Updated CMP. The objectives are list below with the project's impacts after the objective are in underlined>.

Goal

I. Improve mobility and accessibility for people and goods across the region:

Objectives

1) Promote equitable transportation options for low-income and minority communities, and the aging population. Project Impact: Proposed route connects major employment and education nodes and travels through the Waughtown neighborhood.

2) Reduce congestion on key interstates and arterial corridors. Project Impact: The proposed route would provide congestion relief to two corridors listed in the CMP.

5) Improve availability of premium transit options such as express bus routes, light rail and streetcar lines. Project Impact: The proposed route connects two transit hubs in the region and connects downtown Winston-Salem to the High Point Amtrak Station.

Goal

II. Support smart regional growth and economic development

Application Package

2. Community Health and Safety

Goals 3 through 6 of the Metropolitan Transportation Plan focus on “Healthy Community” and “Safety and Security.” Among other things, the plan prioritizes enhancing pedestrian and bicyclist safety, maintaining state of good repair, enabling active transportation and access to key health resources, and providing important interventions at crash hotspots and throughout the system to reduce injuries and fatalities for all transportation system users. Please describe how your project will contribute to the well-being and safety of our community. If your project incorporates specific safety countermeasures or designs, please specify those here.

This project will contribute to well-being and safety of Winston Salem by seeking to lower congestion and high-density automobile crash intersections that occur in the I-74 corridor. New transit service can reduce VMT which contributes to a safer transportation system. A reduction in VTM’s historically means a reduction in vehicle accidents and fatalities. As indicated in the NCDOT Non-motorist Crash Map, there are numerous pedestrian accidents along MLK Blvd. in Winston-Salem and N. Main Street in High Point. These two corridors are along the proposed route. Reducing the number of vehicles traveling in those corridors will reduce the likelihood of future accidents. Finally, providing new mode choices can assist persons who can’t or should not be driving such those with disabilities, youth and seniors.

3. Equity

Equity and access for historically disadvantaged, low-income, aging, disabled, and communities of color are key priorities in the WSUAMPO Metropolitan Transportation Plan. In addition to promoting equitable options for transportation for historically disadvantaged populations, the MTP and other MPO plans seek to make transportation investments in areas which have been historically disinvested or underinvested in the funding process. Please describe how your project will improve access and outcomes for underserved groups in the Winston-Salem Urban Area.

There are no direct public transit routes from Winston Salem to High Point. Therefore, this project will improve access for underserved populations to reliably travel between these two major destinations. The areas that this route will serve have low scores in TDI (transportation disadvantaged index) which looks at prevalence of poverty, disabilities, low access to transportation, and proficiency in English. The stops that the route will be serving will be located in areas with educational, medical, and transit services so the riders have access to various essential services and will also open up new job markets for these populations.

Application Package

4. Project Readiness

Due to the time-sensitive nature of federal funding sources, WSUAMPO must be sure that the projects it allocates funding toward are able to meet key milestones on time and within budget. Please describe the steps your organization has taken to ensure accurate cost estimates, timelines, and track record of project delivery. Any additional information about support for the project, consultation with NCDOT, incorporation into plans, feasibility studies, timeline estimates, preliminary engineering, quotes, or other work in support of the project should be provided here.

Following the award of CMAQ funding and the programming of funds in the MTIP/STIP PART will work with WSDOT/NCDOT to flex CMAQ funds from FHWA to FTA. Once funding has been flexed to FTA, PART will place funds in an FTA grant and publicize the opening date of new service to the public.

We are hopeful the funding process will be expedited and service could begin in January 2026. Vehicles and staff are in place. Local funding is secure.

5. Connectivity and Innovation

Metropolitan Transportation Plan Goal #2 is to "Support smart regional growth and economic development," and MTP Goal #5 is to "Support transportation for tomorrow." In support of these goals, WSUAMPO is requesting information on how this project will provide a better-connected system that provides alternatives and more efficient ways to access jobs and community resources. If you are part of a member jurisdiction that has not received federal funding in recent cycles, have not received CMAQ or CRP funding, or are trying a new and innovative project type that has historically not been funded by the WSUAMPO, please tell us about it below.

Travel between the Piedmont Triad counties is well documented and can be observed everyday while traveling I-85 and I-40. Some of the traffic are persons traveling through the region. Some are trips between Winston-Salem, High Point and Greensboro. It is this market the PART Express is designed to serve. By its very nature PART Express "supports smart regional growth and economic development." Job access for residents and job markets for employers are critical to a strong economy. The need for a route between High Point and Winston-Salem will serve two purposes, an affordable and convenient transportation option for work, medical and personal trips, and it will provide Winston-Salem residents with a more direct connection to train service through the High Point Amtrak Station.

All modes of transportation provide different solutions to travel convenience and cost as well as providing options. Different modes also support each other. Every transit trip begins as a walk or bike ride or drive. Long distance commutes are supported by express bus and commuter rail. "Transportation for tomorrow" will include all forms in service today and those destined for the future. Autonomous vehicles will take you to the train station. Congested roadways will benefit 106 commuter buses and trains. The evolution +

Application Package

RUBRIC

Prompt Subject	Non-Responsive	Semi-Responsive	Responsive	Highly Responsive
<i>Congestion Management</i>	Narrative does not clearly address congestion management.	Narrative mentions congestion management and describes project benefits but may lack detail. / Narrative describes project benefits but how congestion management is addressed may be unclear.	Narrative clearly outlines how congestion management is addressed by the project with an explanation of benefits. The link between the stated benefits and congestion management is clear.	Narrative clearly outlines how congestion management is addressed by the project. Narrative uses specific examples and supporting data to describe project need, benefits, and how congestion management is addressed.
<i>Community Health and Safety</i>	Narrative does not clearly address community health and safety.	Narrative mentions community health and safety and describes project benefits but may lack detail. / Narrative describes project benefits but how community health and safety are addressed may be unclear.	Narrative clearly outlines how community health and safety are addressed by the project with an explanation of benefits. The links between the stated benefits and community health and safety are clear.	Narrative clearly outlines how community health and safety are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how community health and safety are addressed.
<i>Equity</i>	Narrative does not clearly address equity.	Narrative mentions equity and describes project benefits but may lack detail. / Narrative describes project benefits but how equity is addressed may be unclear.	Narrative clearly outlines how equity is addressed by the project with an explanation of benefits. The link between the stated benefits and equity is clear.	Narrative clearly outlines how equity is addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how equity is addressed.

Application Package

<i>Project Readiness</i>	Narrative does not clearly address project readiness.	Narrative mentions project readiness and describes project benefits but may lack detail. / Narrative describes project benefits but how project readiness is addressed may be unclear.	Narrative clearly outlines how project readiness is reflected within the project, along with an explanation of benefits. The link between the stated benefits and project readiness is clear.	Narrative clearly outlines how project readiness is reflected within the project. Narrative uses specific examples and supporting data to describe project benefits and how project readiness is addressed.
<i>Connectivity and Innovation</i>	Narrative does not clearly address connectivity and innovation.	Narrative mentions connectivity and innovation and describes project benefits but may lack detail. / Narrative describes project benefits but how connectivity and innovation are addressed may be unclear.	Narrative clearly outlines how connectivity and innovation are addressed by the project with an explanation of benefits. The links between the stated benefits and connectivity and innovation are clear.	Narrative clearly outlines how connectivity and innovation are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how connectivity and innovation are addressed.



Route Analysis for I-74 Corridor Winston-Salem to High Point

BACKGROUND

When designing its PART Express Routes, PART's transportation planners use sound transit planning principles aided by two planning tools, Remix and STOPS. Remix is a platform that visualizes demographic and transportation data with a route design, timetable and resource identification. STOPS is a ridership projection tool developed for the Piedmont Triad transit systems. These tools and its transit planning experience allow PART to do a detailed analysis quickly in this early stage of route development.

PART Express is a commuter express service. This type of transit service is designed for travel between major employment centers, educational opportunities and activity centers. These services typically operate on faster, more direct routes with limited stops, prioritizing efficiency and reduced travel time for passengers. Access to commuter express routes is limited to transit terminals, transfer stops to other systems, major employment centers, educational opportunities and activity centers. It is not designed to provide local service but can be utilized that way.

PART Express operated an Amtrak Connector (Route 5) between the High Point Amtrak Station and Winston-Salem from April 2004 through June 2022. The connector was a specialty route with the timetable designed around the train schedule. Funding for the route came from NCDOT Rail Division. Service was discontinued due to low ridership following the Pandemic and funding removed. However, connection to the Amtrak Station from Winston-Salem were still possible by taking PART Express Routes 1 and 3.

Ridership on the Amtrak Connector was hampered due to a lack of frequency and the timetable being closely tied to the train scheduled. Additionally, the train was delayed the bus was typically held. CMAQ funding gives PART an opportunity to bring back the service and more importantly provide increased frequency, making the route more convenient for all trip purposes.

ROUTE DESIGN

PART examined four different scenarios. The variations focused on service and connection points in Winston-Salem and High Point including both downtowns, Union Station, Clark Campbell Transportation Center, and the Amtrak Station.

The first step in the analysis was to look at where commuters lived and job density within the corridor. Figure 1 and 2 show commuters and jobs within the corridor outlined on the maps. Commuters are located primarily in residential areas, but the main concern is where they commute to. The greatest number of jobs are downtown High Point and along North Main Street, and downtown Winston-Salem. Looking just outside

Route Analysis for I-74 Corridor Winston-Salem to High Point

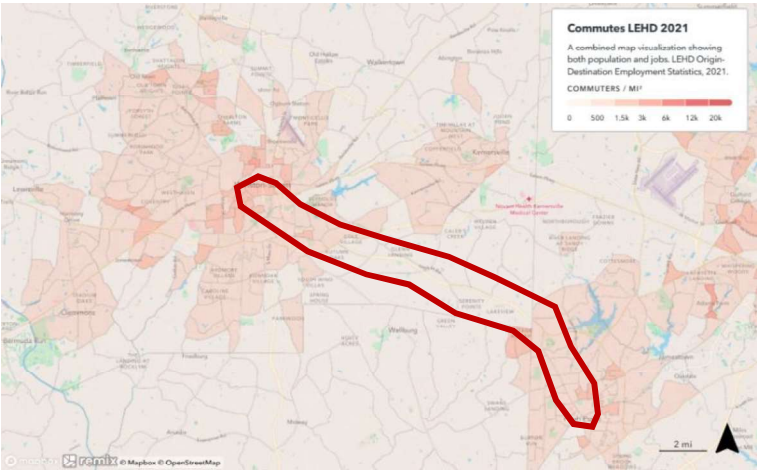


Figure 1

the corridor and focusing on employment and education opportunities in Winston-Salem, Baptist Hospital, Forsyth Hospital and Forsyth Technical Community College are strong attracters for transit ridership. This provided opportunities to look at various scenarios, serving downtown, not serving not downtown, connections to Forsyth Tech, and the hospitals.

Five scenarios were considered. Several analysis factors are depicted in the two tables below. The first table shows several demographic factors. Each of them shows the number or percentage of the factors within ¼ mile of the proposed bus stops. A commuter express services rideshed is typically larger than ¼ mile. But that analysis is outside the scope of this analysis.

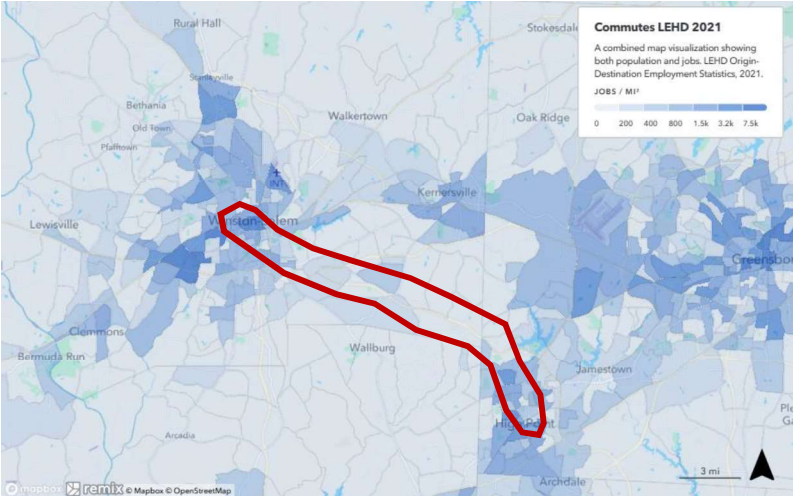


Figure 2

The second table shows a comparison of the route designs. The ridership projection from STOPS is comparable to PART Express' Route 9 which connects High Point and Greensboro. But more important than the actual number is the magnitude of the difference between the numbers.

Selected Demographic Factors by Scenario (the figures shown are within ¼ mile of the proposed bus stops)				
Scenarios	Jobs	Population	People in Poverty	Households with one car
A - downtown with Union Cross stop	13,200	7,300	29%	49%
B - downtown with no Union Cross stop	13,100	7,100	30%	49%
C - downtown plus hospitals and college	23,400	9,700	24%	47%
D & E - hospitals and college with no downtown stop	13,300	6,800	22%	41%

Route Analysis for I-74 Corridor Winston-Salem to High Point

Route Design Factors by Scenario									
Scenario	Projected Daily Ridership	Round Trips/Day	Service Span	One Way Trip Travel Time (minutes)	Headway (minutes)	One Way Trip Length (miles)	Cost Per Year	Shared Stops WSTA (# of routes)	Shared Stops High Point (# of routes)
A	88	13	5:30 - 9:27	55	60	21	\$733.1K	8 (26)	5 (12)
B	80	14	6:25 - 8:23	45	50	19.75	\$695.5K	8 (26)	5 (12)
C	66	10	5:30 - 9:00	70	75	25.45	\$714.1K	15 (28)	5 (12)
D	92	10.5	5:30 - 8:35	60	65	24.7	\$710.1K	12 (15)	5 (12)
E	140	15.5	5:15 - 9:13	60	65	24.7	\$912.3K	12 (15)	5 (12)

PROPOSED ROUTE

Taking all the factors under consideration, Scenario D was chosen as the preferred route. The proposed route and stops are in Figure 3. This route gave the best balance of frequency, travel time and job access. Direct service to the hospital was deemed more important primarily due to the ridership projection being higher. Looking at Figure 4 you can see the more people in High Point are commuting to Baptist Hospital than downtown. And looking at the table above serving both downtown and the hospital make for a long travel time. Those riders looking to get to downtown Winston-Salem can transfer at Union Station to another PART bus or a WSTA bus to complete their trip. Those looking to catch the train can be dropped off at Union Station.

The routing was the same in High Point for each scenario. It provides direct service to the High Point Regional Hospital and a transfer point with High Point Transit on North Main Street. The route comes into Winston-Salem along MLK Blvd. providing a connection to the Waughtown neighborhood which is a RAISE neighborhood (area of persistent poverty) and a Transportation Disadvantaged Area. Scenario A with a Union Cross stop is not preferred because a park and ride lot would have to be developed, and the location is a weak ridership attractor. Scenario B provides good frequency but 13% less ridership than D. Scenario C has the longest headway and therefore fewer daily trips which had a big impact on projected ridership. Scenario E provides the highest number of trips but exceeds the budget.

Route Analysis for I-74 Corridor Winston-Salem to High Point

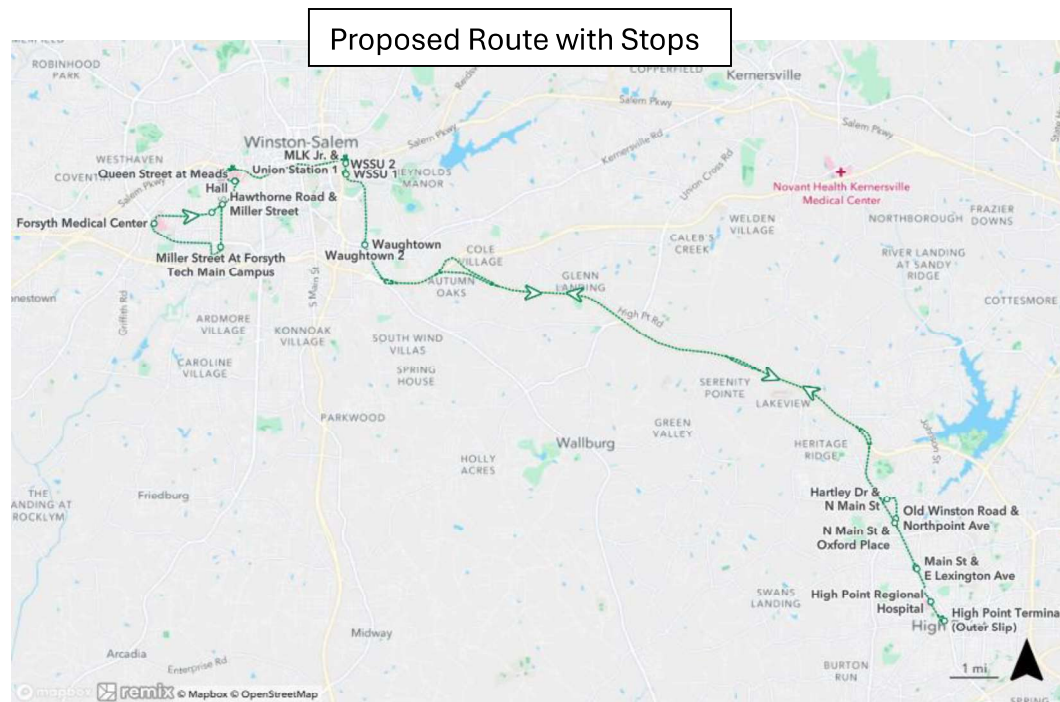


Figure 3

Below are a series of maps that show the commuters and jobs connected by the proposed route. In the first two maps the blue areas are where people living the red shaded census tracts are commuting to. For example, the dark blue areas show the area with the most people commuting to jobs from the red area. In the second two maps the park red shaded areas show the number of people commuting to the blue shaded areas.

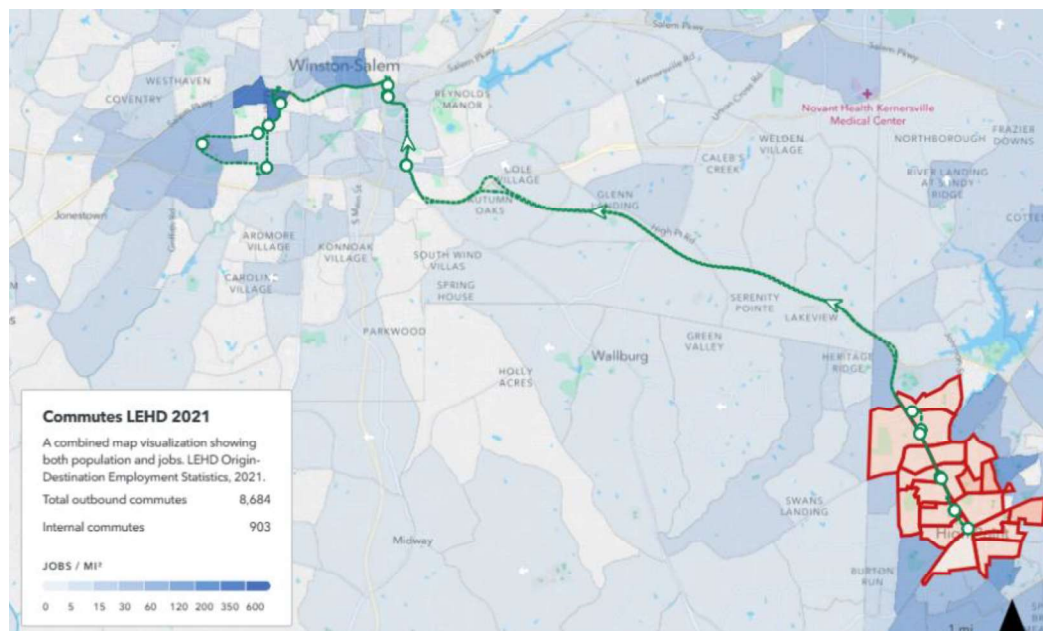


Figure 4

Route Analysis for I-74 Corridor Winston-Salem to High Point

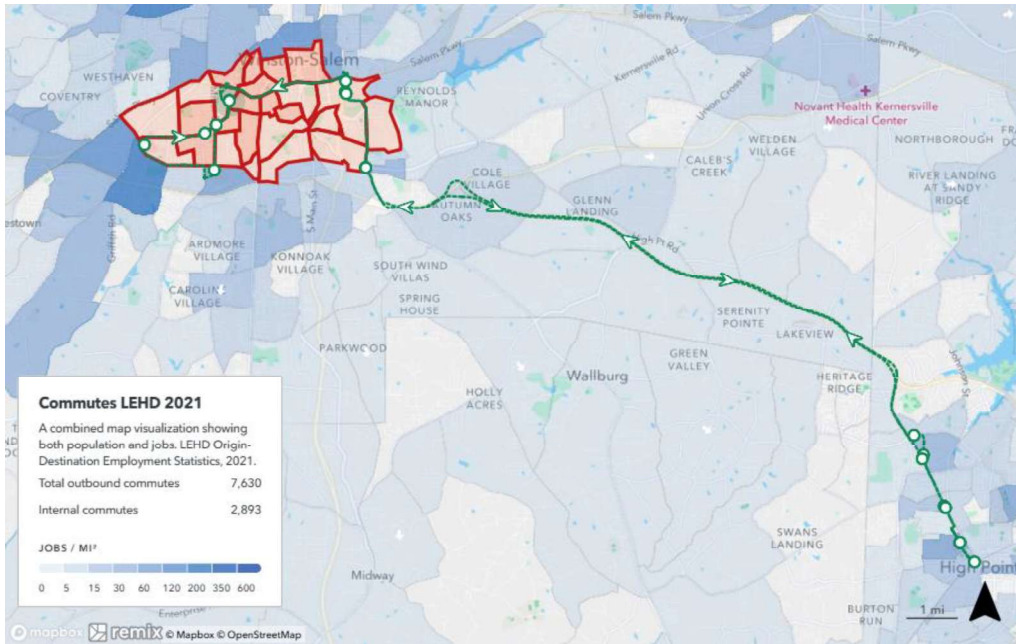


Figure 5

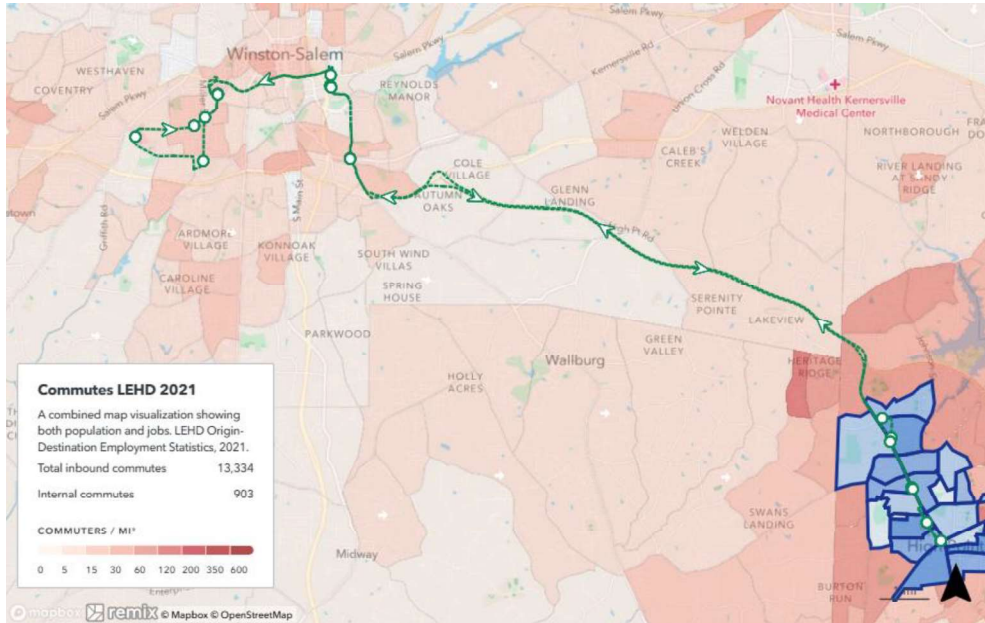


Figure 6

Route Analysis for I-74 Corridor Winston-Salem to High Point

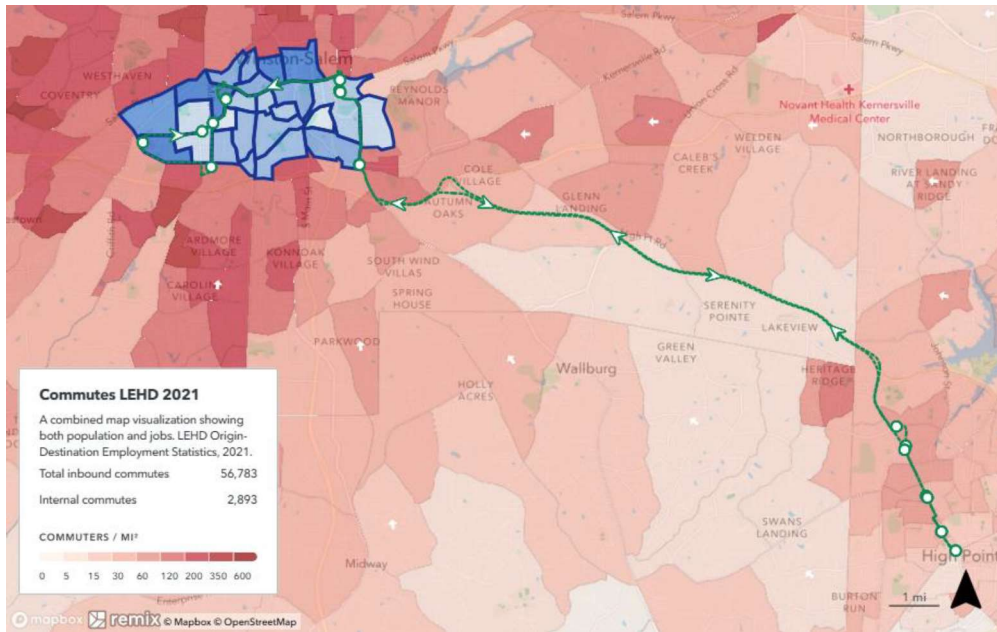


Figure 7

The next four maps show detail of the proposed route and its connections to WSTA and High Point Transit routes.

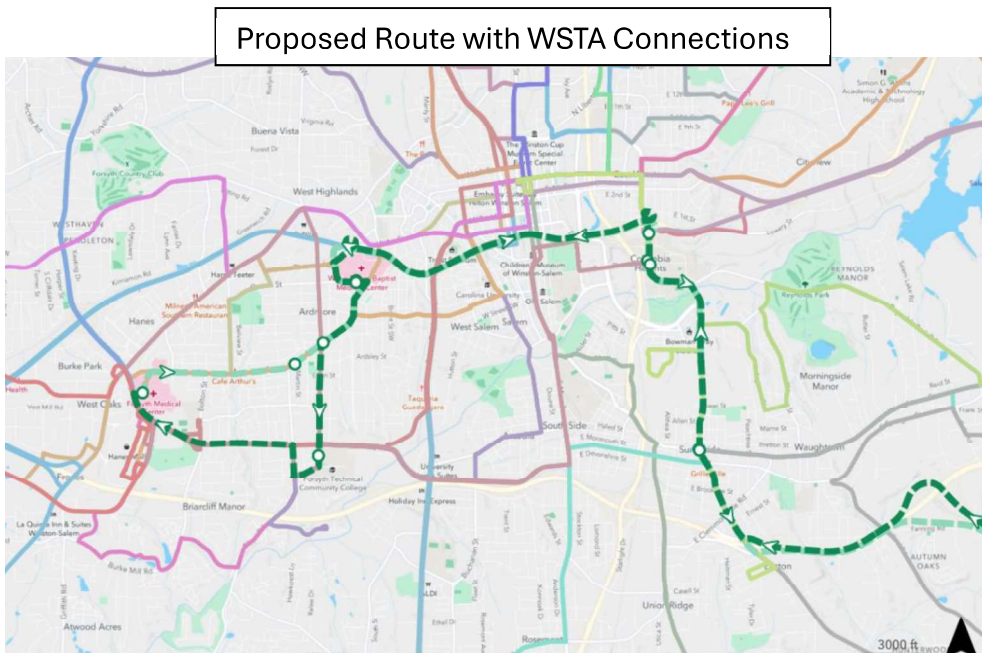


Figure 8

Route Analysis for I-74 Corridor Winston-Salem to High Point

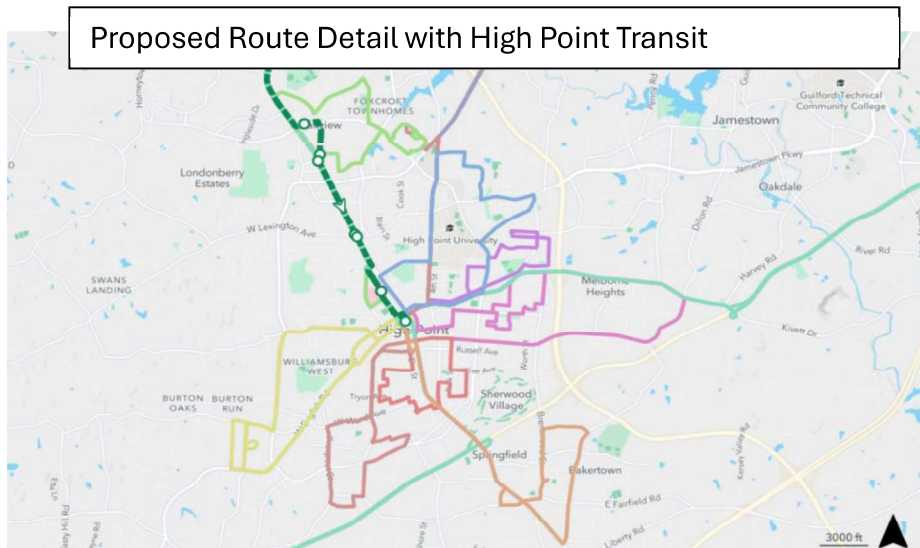


Figure 9

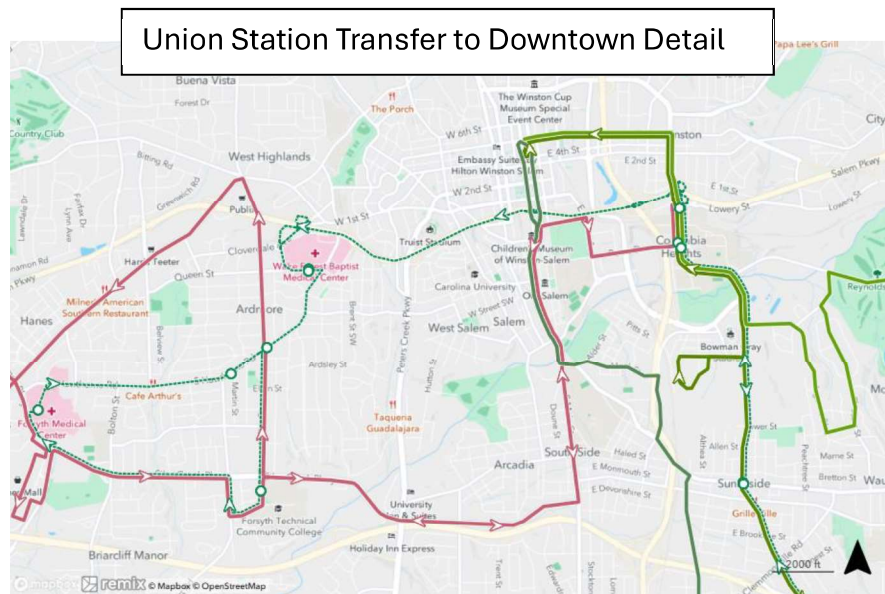


Figure 10

Route Analysis for I-74 Corridor Winston-Salem to High Point

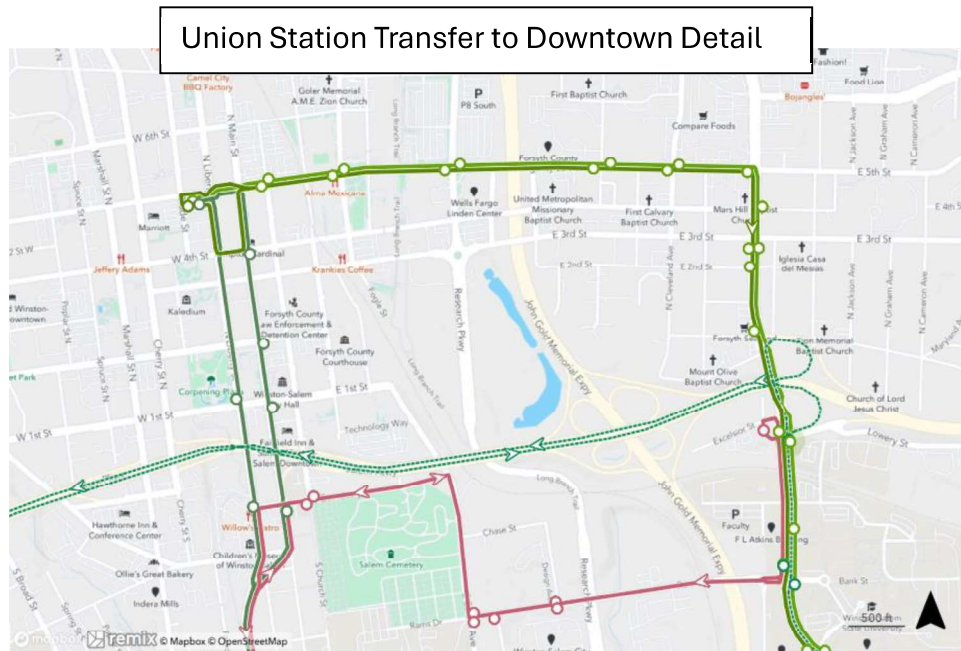


Figure 11

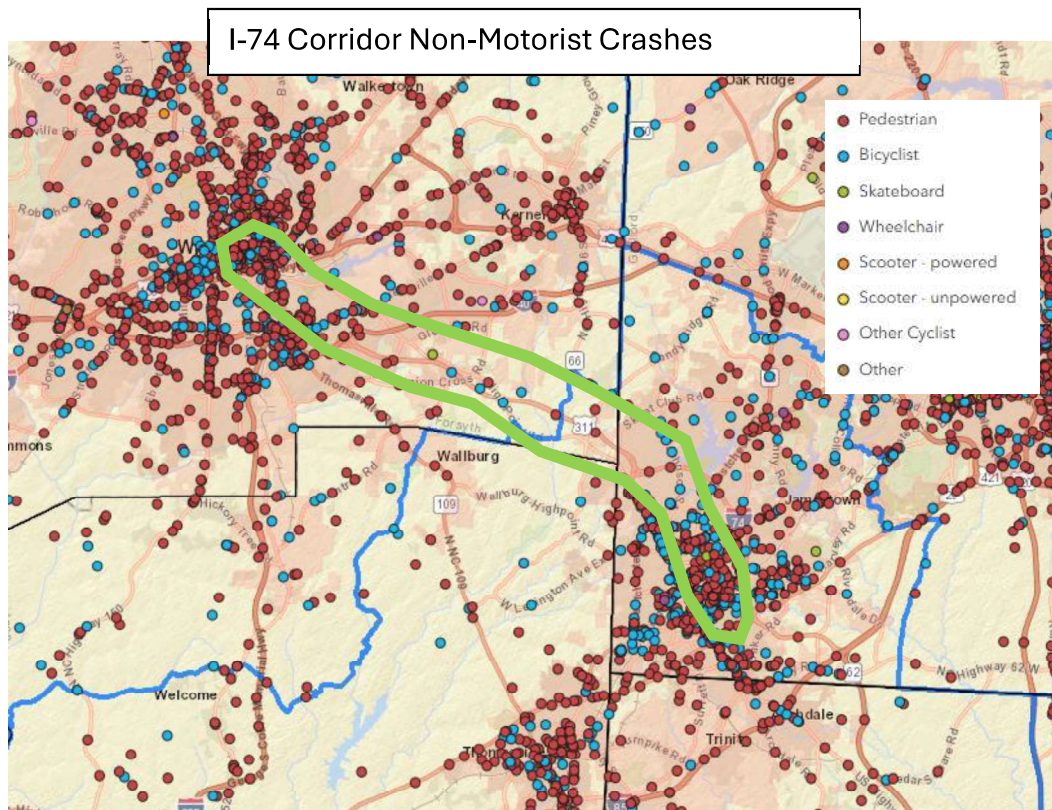


Figure 12

Route Analysis for I-74 Corridor Winston-Salem to High Point



Figure 13



January 2, 2025

BOARD OF TRUSTEES

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Dan Besse
Forsyth County

NCDOT Brd of Transportation
Mike Fox Div. 7
Andrew Perkins Div. 9

Mr. Jeffrey Fansler
Director of Transportation
City of Winston-Salem
PO Box 2511
Winston-Salem, NC 27102

Dear Mr. Fansler,

Please accept the enclosed application and support material seeking Congestion Mitigation Air Quality (CMAQ) funds from the Call for Projects notice utilizing CMAQ/CRP for the Winston-Salem Urbanized Area.

The Piedmont Authority for Regional Transportation (PART) is applying for CMAQ funding to open a daily service along the I-74 corridor connecting Winston-Salem to the Amtrak station in High Point while expanding the regional bus network between medical centers and Forsyth Technical Community College. PART staff has prepared a detailed analysis of the service utilizing professional planning tools to detail the benefits that the new service can provide to the general public.

The accompanying application material provides additional details on the route, reduction of emissions, equity, community enhancements and connectivity to local and national networks for mobility. PART is seeking \$1.8M in CMAQ funds and will commit to providing the 20% local match to support the expanded service for a three-year period. The proposed service would initially operate five days a week and may expand to include Saturday service with good results of ridership.

We are excited about the opportunity to enhance mobility options for citizens, employees and visitors to the Winston-Salem Urbanized Area and look forward to the opportunity to move forward with implementation following award of the requested funding.

If you have any questions or require any additional information, please contact me via email at scottr@partnc.org, or by telephone at 336-291-4316.

Respectfully yours,

Scott W. Rhine
CEO / General Manager

Cc: PART Board of Trustee's
PART Operations, Planning, Finance, Marketing department staff

APPLICATION PACKAGE | Table of Contents

- I. NCDOT CMAQ Application & Required Supporting Documents**
- II. Commonly Required CMAQ Toolkit Data Inputs**
- III. Checklist Assessment (WSUAMPO USE ONLY)**
- IV. Narrative Application**

Part I. NCDOT CMAQ Application & Required Supporting Documents

1. On the following pages, please fill out **the NCDOT CMAQ Project Application Form.**
2. Please attach or combine a **PDF letter of support from the principal elected official or chief executive indicating support for 20% local match.**
3. Please attach or combine any other **supporting documentation** for the application, including project maps, Council minutes, feasibility studies, etc.



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED.

GENERAL PROJECT INFORMATION

1 SELECT CMAQ PROJECT TYPE

PO Allocation	Competitive	DOT Allocation
---------------	-------------	----------------

2 SELECT MPO/RPO(S)

Burlington-Graham MPO	Gaston-Cleveland-Lincoln MPO	Land of Sky RPO	Triangle RPO
Cabarrus-Rowan MPO	Greensboro MPO	NW Piedmont RPO	Unifour RPO
Capital Area MPO	Hickory MPO	Rocky Mount MPO	Upper Coastal Plain RPO
Charlotte Regional TPO	High Point MPO	Rocky River RPO	Winston-Salem MPO
Durham-Chapel Hill-Carrboro MPO	Kerr-Tar RPO	Southwestern RPO	

3 PROJECT SPONSOR INFORMATION

Agency			
Contact Name			
Contact Title			
Address			
Telephone		Email Address	

4 PROJECT INFORMATION

Title	
Description	

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

- CMAQ projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2020 is from July 1, 2019 through June 30, 2020.
- Cost estimates should reflect anticipated inflation compounded annually at 5% from the current calendar year.
- Minimum 20% match is required for most projects. See 23 U.S.C. §120 paragraph (c) for listing of safety projects that may be funded at up to 100% Federal share.
- In the case of purchasing alternative fueled vehicles (AFV) for general governmental use, CMAQ funding is limited to the cost difference between standard and AFV vehicles. For example, a 2020 Ford Escape lists for \$27,000 and a 2020 Ford Escape Hybrid lists for \$33,000. The total CMAQ-eligible funding for purchase of this AFV would be: \$33,000 - \$27,000 = \$6,000 (subject to local match).

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Phases(s)	CMAQ Amount	Matching Amount	Total	FY
Planning, Engineering & Design				
Right-of-Way				
Construction				
Transit Operation				
Transit Implementation				
Non-transit Implementation				
Project Total				

6 ANTICIPATED PROJECT MILESTONE DATES

* Milestone dates must coordinate with funding schedule in Section 5.
 * Planning & environmental document; plans, specifications & estimate package; and right of way certification must be complete prior to let date.

Milestone(s)	Month/Year
Planning & Environmental document to be complete:	
Plans, Specifications & Estimate package to be complete:	
Right-of-Way acquisition to begin:	
Anticipated let date (opening of bids):	
Anticipated completion date of project (including project close-out & reimbursement of all eligible expenses):	

7 LIST THE SOURCE(S) OF MATCHING FUNDS:

8 TRANSIT START-UP INFORMATION
 Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality and eventually cover their own costs. *This funding is limited to three years.* Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three.
 (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

GENERAL PROJECT INFORMATION

9 SELECT NC NONATTAINMENT/MAINTENANCE COUNTY(IES):

* Indicates partial county AQ designation

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

10 SELECT CMAQ-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

Transportation Control Measures	Extreme Low-Temperature Cold Start Programs
Alternative Fuels	Congestion Relief & Traffic Flow Improvements
Transit Improvements	Bicycle/Pedestrian Facilities & Programs
Transportation Management Associations	Carpooling & Vanpooling
Freight/Intermodal	Diesel Engine Retrofits
Idle Reduction	Training
Travel Demand Management	Public Education & Outreach Activities
I/M Programs	Experimental Pilot Projects

11 IF TRANSPORTATION CONTROL METHOD, CHECK THE ALLOWABLE TYPE(S):

Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & general reduction of the need for single occupancy vehicle (SOV) travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
Programs for improved public transit
Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
Employer-based transportation management plans, including incentives
Trip-reduction ordinances
Traffic flow improvement programs that reduce emissions
Fringe & transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit services
Multiple-occupancy vehicle programs or transit service
Programs to limit/restrict vehicle use in downtown areas/other areas of emission concentration during peak periods
Programs for the provision of all forms of high-occupancy, shared-ride services
Programs to limit portions of road surfaces/certain sections of major area to the use of non-motorized vehicles or pedestrian

Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
Programs to control extended idling of vehicles
Reducing emissions from extreme cold-start conditions
Employer-sponsored programs to permit flexible work schedules
Public Education & Outreach Activities

12 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED:

New facilities associated with a service increase	New vehicles used to expand the transit fleet
Operating assistance for new service (limit three years)	Fare subsidies as part of program to limit exceedances of NAAQS

13 EMISSIONS REDUCTION CRITERIA **ATTENTION: WSUAMPO Staff and FCOEAP will fill out this section**
QUANTITATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities enhanced communication & outreach that is expected to influence travel behavior & air quality.

• **Indicate the type of analysis completed:** Quantitative Qualitative

For QUANTITATIVE analyses, list the expected daily emissions BEFORE and AFTER project implementation:

Pollutant	Daily Emissions Before (kg)	Daily Emission After (kg)	Daily Emissions Reduction (kg)
Carbon Monoxide (CO)			
Volatile Organic Compounds (VOC)			
Oxides of Nitrogen (NOx)			
Particulate Matter (PM2.5)			
Carbon Dioxide equivalent (CO ₂ e)			
Total Daily Emissions (kg)			

• **Describe the method used to estimate the emissions reduction and show calculations:**
(ATTACH ADDITIONAL SHEET(S) IF NEEDED)

14 MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A
Will the ITS project conform to the National ITS architecture	<input type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> N/A

15 SUPPORTING INFORMATION CHECK LIST

Check supporting information included as attachment(s) to this application:

MPO/RPO Support Resolution (Required for PO ALLOCATION proposals)
Additional project description and/or details
Map of general project location
Complete emissions calculations
Any assumptions used
Other, please specify:

16 MPO/RPO PRIORITY INFORMATION (OPTIONAL)

This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:

17 SUBMIT

- 1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT
- 2) Upload application as single PDF document to CMAQ Sharepoint Website

Part II. Commonly Required CMAQ Toolkit Data Inputs

The tables below summarize input data needed to run CMAQ Toolkit models for the most requested project types. Please fill out the tables corresponding to your project type, if applicable. Please contact the designated MPO staff with any questions. Please also review the data requirements for the project types at the link below. If applicant prefers to submit a pre-filled spreadsheet, please include that with this application instead of filling out this form.

https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/

Bicycle & Pedestrian Improvements

Estimate the shift in daily motorized passenger vehicle trips to non-motorized passenger trips due to the bicycle and pedestrian project. (Passenger Vehicle Trips / Day: Before and After Counts)	
Enter the typical one-way trip distance.	

EV & Infrastructure Purchase/Installation

Vehicle being replaced: Type / Model Year / Conventional Fuel Used	
Miles traveled by fleet (annual)	
Model year of EV to be purchased	
Miles traveled by new EV (annual)	
Will distance to your primary charging facility increase/decrease?	
If unrestricted access to infrastructure, estimate number of vehicles in your study area	
If unrestricted access, enter projected market share of replacement EVs after construction of facility	

Transit Bus Service and Fleet Expansion or Bus Replacement

# Days in Operation / Year		
Transit Bus Miles Traveled: Before and After		
Annual Passenger Vehicle Miles Traveled Before and After OR # Annual Passenger Trips Diverted by Project (Provide Before and After)		
Model Year of Replacement Bus vs. Current Bus	Current:	Replacement:
VMT of Replacement Bus vs. Current Bus	Current:	Replacement:

Intersection Improvements

<u># Peak Hours</u>		<u>AADT</u>		<u>Peak Hour Volume</u>		<u># of Lanes</u>		<u>Truck %</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW1</u>	<u>RW1</u>	<u>RW2</u>
<u>Existing Delay per Vehicle (sec/veh)</u>		<u>Existing Left Turn Phase (Y/N)</u>		<u>Existing Right Turn Phase (Y/N)</u>		<u>Proposed Cycle Length (if Signalized intersection)</u>		<u>Left Turn Lanes to Add (#)</u>	
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>			<u>RW1</u>	<u>RW2</u>
<u>Proposed Left Turn Phase (Y/N)</u>		<u>Proposed Right Turn Phase (Y/N)</u>		<u>Ratio of Green Time per Cycle Time</u>					
<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>	<u>RW1</u>	<u>RW2</u>				

Enter any other supporting information or data to help with running the model.

PART III. Checklist Assessment

**THIS FORM FOR WINSTON-SALEM URBAN AREA MPO STAFF ONLY!
INCLUDED FOR ILLUSTRATIVE PURPOSES**

Downtown Streetlight
Procurement and Replacement

30/60

CRITERIA	MPO STAFF NOTES
<input type="checkbox"/> Project located on, along, or adjacent to a congested corridor as determined by RITIS Analysis or Congestion Management Process (CMP) [5 pts.] <ul style="list-style-type: none"> • CMP Congested Corridors or Travel Time Index ≥ 1.5 per RITIS 	No (0)
<input type="checkbox"/> Project incorporates one or more strategies outlined in the CMP [5 pts.]	Yes - 2, 3 (+5)
<input type="checkbox"/> Incorporates proven safety countermeasure as outlined by FHWA or similar. [5 pts.]	Yes - Lighting (+5)
<input type="checkbox"/> Project improves the safety of a corridor with significant number of bicycle/pedestrian crashes in the last 5 years (defined as within 0.5 miles of project area) per NCDOT’s Bicycle and Pedestrian Crash Map. [5 pts.- 5 or more, 3 pts.- 2 to 4, 1 pt.- at least 1]	Yes - 5 or more bike/ped crashes (+5)
<input type="checkbox"/> Project provides enhanced connection to community health resources (defined as within 1/3 mile of recreational space, hospitals or medical facilities, access to fresh food, etc.) [5 pts.]	Yes - Bailey Park, Second Street Park, Corpening Plaza, Winston square Park (+5)
<input type="checkbox"/> Project is in a census block group with a TDI score of 12 or higher determined by the NCDOT Transportation Disadvantage Index tool. [5 pts.]	No (0)
<input type="checkbox"/> Project is in a census block group with a minority and low-income population above the MPO average as identified in the Metropolitan Transportation Plan (MTP). [5 pts.]	Yes (+5)
<input type="checkbox"/> Project will upgrade facilities to be ADA compliant and/or remove obstacles and other physical barriers to accessibility. [5 pts.]	No (0)
<input type="checkbox"/> Project is included in adopted plan. [5 pts.]	Yes - City of Winston-Salem Downtown Master Plan (+5)
<input type="checkbox"/> Engineering feasibility study or equivalent preparation complete. [5 pts.]	No (0)
<input type="checkbox"/> Applicant represents community or organization that has not received funding in the last 4 years of federal calls for projects. [5 pts.]	No (0)
<input type="checkbox"/> Project provides new link to existing or funded sidewalk, bicycle, or transit facilities. [5 pts. – 3 or more 3 pts. – 2 or more 1 pt. – 1 or more]	No (0)

Part IV. Narrative Application

CMAQ & CRP Project Narrative Application

Please address the five (5) questions in the application below fully, limiting your response to 1–2 paragraphs per prompt. This section of the application will be evaluated by a project selection committee and ranked according to the rubric on the following pages and in the context of all other projects. It is worth 25% of the project’s cumulative ranking.

Project Title: _____

1. Congestion Management

The CMAQ program focuses on reducing environmentally harmful emissions and relieving the congestion that gives rise to emissions. Congestion due to idling is a contributor to emissions in the Winston-Salem Urban Area and improving the mobility and accessibility for people and goods across the region is Goal #1 of the region’s Metropolitan Transportation Plan. Describe how your project would help address congestion concerns along the corridor, in its vicinity, and the transportation network as a whole. How might the project help contribute to performance measure goals as outlined in the Congestion Management Process?

2. Community Health and Safety

Goals 3 through 6 of the Metropolitan Transportation Plan focus on “Healthy Community” and “Safety and Security.” Among other things, the plan prioritizes enhancing pedestrian and bicyclist safety, maintaining state of good repair, enabling active transportation and access to key health resources, and providing important interventions at crash hotspots and throughout the system to reduce injuries and fatalities for all transportation system users. Please describe how your project will contribute to the well-being and safety of our community. If your project incorporates specific safety countermeasures or designs, please specify those here.

3. Equity

Equity and access for historically disadvantaged, low-income, aging, disabled, and communities of color are key priorities in the WSUAMPO Metropolitan Transportation Plan. In addition to promoting equitable options for transportation for historically disadvantaged populations, the MTP and other MPO plans seek to make transportation investments in areas which have been historically disinvested or underinvested in the funding process. Please describe how your project will improve access and outcomes for underserved groups in the Winston-Salem Urban Area.

4. Project Readiness

Due to the time-sensitive nature of federal funding sources, WSUAMPO must be sure that the projects it allocates funding toward are able to meet key milestones on time and within budget. Please describe the steps your organization has taken to ensure accurate cost estimates, timelines, and track record of project delivery. Any additional information about support for the project, consultation with NCDOT, incorporation into plans, feasibility studies, timeline estimates, preliminary engineering, quotes, or other work in support of the project should be provided here.

5. Connectivity and Innovation

Metropolitan Transportation Plan Goal #2 is to “Support smart regional growth and economic development,” and MTP Goal #5 is to “Support transportation for tomorrow.” In support of these goals, WSUAMPO is requesting information on how this project will provide a better-connected system that provides alternatives and more efficient ways to access jobs and community resources. If you are part of a member jurisdiction that has not received federal funding in recent cycles, have not received CMAQ or CRP funding, or are trying a new and innovative project type that has historically not been funded by the WSUAMPO, please tell us about it below.

RUBRIC

Prompt Subject	Non-Responsive	Semi-Responsive	Responsive	Highly Responsive
<i>Congestion Management</i>	Narrative does not clearly address congestion management.	Narrative mentions congestion management and describes project benefits but may lack detail. / Narrative describes project benefits but how congestion management is addressed may be unclear.	Narrative clearly outlines how congestion management is addressed by the project with an explanation of benefits. The link between the stated benefits and congestion management is clear.	Narrative clearly outlines how congestion management is addressed by the project. Narrative uses specific examples and supporting data to describe project need, benefits, and how congestion management is addressed.
<i>Community Health and Safety</i>	Narrative does not clearly address community health and safety.	Narrative mentions community health and safety and describes project benefits but may lack detail. / Narrative describes project benefits but how community health and safety are addressed may be unclear.	Narrative clearly outlines how community health and safety are addressed by the project with an explanation of benefits. The links between the stated benefits and community health and safety are clear.	Narrative clearly outlines how community health and safety are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how community health and safety are addressed.
<i>Equity</i>	Narrative does not clearly address equity.	Narrative mentions equity and describes project benefits but may lack detail. / Narrative describes project benefits but how equity is addressed may be unclear.	Narrative clearly outlines how equity is addressed by the project with an explanation of benefits. The link between the stated benefits and equity is clear.	Narrative clearly outlines how equity is addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how equity is addressed.

<i>Project Readiness</i>	Narrative does not clearly address project readiness.	Narrative mentions project readiness and describes project benefits but may lack detail. / Narrative describes project benefits but how project readiness is addressed may be unclear.	Narrative clearly outlines how project readiness is reflected within the project, along with an explanation of benefits. The link between the stated benefits and project readiness is clear.	Narrative clearly outlines how project readiness is reflected within the project. Narrative uses specific examples and supporting data to describe project benefits and how project readiness is addressed.
<i>Connectivity and Innovation</i>	Narrative does not clearly address connectivity and innovation.	Narrative mentions connectivity and innovation and describes project benefits but may lack detail. / Narrative describes project benefits but how connectivity and innovation are addressed may be unclear.	Narrative clearly outlines how connectivity and innovation are addressed by the project with an explanation of benefits. The links between the stated benefits and connectivity and innovation are clear.	Narrative clearly outlines how connectivity and innovation are addressed by the project. Narrative uses specific examples and supporting data to describe project benefits and how connectivity and innovation are addressed.

General Comments

- Each existing 150 watt, HPS light fixture can be replaced by 50 watt LED fixture
- Each fixture replaced will result in energy reduction from ~220 kWh/yr to ~45 kWh/yr (savings = 175 kWh per fixture)
- Assume \$0.10 per kWh savings or \$17.50 per year per fixture replaced
- \$17.50 annual saving per fixture x 125 light replacements = \$2,187.50 savings per year

Project Cost Estimate

Cost estimate – \$4,000 per pole x 125 – \$500,000

Construction and replacement – \$250,000

Total - \$750,000

December 18, 2024

Mayor Mike Horn
Chairman, Transportation Advisory Committee
Winston-Salem Urban Area Metropolitan Planning Organization

Dear Chairman Horn,

The Winston-Salem Department of Transportation has submitted (1) project proposal for the Downtown Streetlight Procurement and Replacement for consideration for funding through the Winston-Salem Urban Area MPO's CMAQ and CRP Call for Projects. The City of Winston-Salem is committed to providing the 20% local match through funds already appropriated through the City of Winston-Salem Capital Improvement Plan. The City is also committed to managing the delivery of this project should it be funded.

Thank you for the opportunity to submit this important project that will provide improved connectivity for residents of Winston-Salem.

Sincerely,

Jeff Fansler
Director of Transportation
City of Winston-Salem

CMAQ Target Allocations:

Federal Fiscal Year 2025

	FY 2025
FY2025 Federal CMAQ Apportionment ¹	\$ 58,076,385
2% SPR Setaside	\$ 56,914,857
90% Obg. Limit	\$ 51,223,372
Total Assumed CMAQ State Allocation³	\$ 51,223,372

Area	Pollutants	2020 Estimated NA Area Population ³	Weighting Factors ⁴	Adjusted Population	Percent (%)	FY 2025 Target	Adjusted FY 2025 Target	Notes
NCDOT Allocation ⁵						45% \$ 23,050,517	\$ 22,797,709	
MPO/RPO Allocation ⁷						55% \$ 28,172,854	\$ 28,425,663	
						\$ 51,223,372	\$ 51,223,372	
Catawba Region								
Hickory MPO	PM _{2.5}	160,906	1.00	160,906	2.50%	\$ 703,857	\$ 703,857	Adjusted for 2020 Census data
Great Smoky Mountain National Park Region								
Land of Sky RPO	Ozone (1997)	49	1.00	49	0.00%	\$ 214	\$ 100,000	See note 8
Southwestern RPO	Ozone (1997)	68	1.00	68	0.00%	\$ 297	\$ 100,000	See note 8
Metrolina Region								
Cabarrus-Rowan MPO	Ozone (2008,1997)	372,646	1.00	372,646	5.79%	\$ 1,630,082	\$ 1,630,082	Adjusted for 2020 Census data
Charlotte Regional TPO	Ozone (1997, 2008), CO					\$ 8,633,568	\$ 8,633,568	Adjusted for 2020 Census data
Mecklenburg County	Ozone (1997, 2008), CO	1,115,482	1.44	1,606,294	24.94%	\$ 7,026,493		
All Other Areas	Ozone (1997, 2008)	306,155	1.20	367,386	5.70%	\$ 1,607,075		
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	314,733	1.00	314,733	4.89%	\$ 1,376,754	\$ 1,376,754	Adjusted for 2020 Census data
Rocky River RPO	Ozone (1997, 2008)	17,437	1.00	17,437	0.27%	\$ 76,277	\$ 100,000	See note 8
Rocky Mount Region								
Rocky Mount MPO	Ozone (1997)	81,030	1.00	81,030	1.26%	\$ 354,453	\$ 354,453	Adjusted for 2020 Census data
Upper Coastal Plain RPO	Ozone (1997)	142,274	1.00	142,274	2.21%	\$ 622,355	\$ 622,355	Adjusted for 2020 Census data
Triad Region								
Burlington-Graham MPO	Ozone (1997), PM _{2.5}	16,095	1.00	16,095	0.25%	\$ 70,403	\$ 100,000	See note 8
Greensboro MPO	PM _{2.5}	409,075	1.00	409,075	6.35%	\$ 1,789,436	\$ 1,789,436	Adjusted for 2020 Census data
High Point MPO	PM _{2.5}	261,051	1.00	261,051	4.05%	\$ 1,141,928	\$ 1,141,928	Adjusted for 2020 Census data
Winston-Salem MPO	CO, PM _{2.5}	423,948	1.00	423,948	6.58%	\$ 1,854,497	\$ 1,854,497	Adjusted for 2020 Census data
NW Piedmont RPO	Ozone (1997)	30,042	1.00	30,042	0.47%	\$ 131,413	\$ 131,413	Adjusted for 2020 Census data
Triangle Region								
Capital Area MPO	Ozone (1997), CO					\$ 6,830,364	\$ 6,830,364	Adjusted for 2020 Census data
Wake County	Ozone (1997), CO	1,129,410	1.20	1,355,292	21.04%	\$ 5,928,522		
All Other Areas	Ozone (1997)	206,166	1.00	206,166	3.20%	\$ 901,842		
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					\$ 2,368,373	\$ 2,368,373	Adjusted for 2020 Census data
Durham County	Ozone (1997), CO	324,833	1.2	389,800	6.05%	\$ 1,705,120		
All Other Areas	Ozone (1997)	151,623	1.00	151,623	2.35%	\$ 663,253		
Kerr Tarr RPO	Ozone (1997)	98,952	1.00	98,952	1.54%	\$ 432,851	\$ 432,851	Adjusted for 2020 Census data
Central Pines RPO	Ozone (1997)	35,601	1.00	35,601	0.55%	\$ 155,730	\$ 155,730	Adjusted for 2020 Census data
Totals		5,597,574		6,440,466	100%	\$ 51,223,372	\$ 51,223,372	

Footnotes:

- 1 Source - <https://www.fhwa.dot.gov/fastact/estfy20162020apports.pdf>
- 3 Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles
- 4 See "Table 2: SAFETEA-LU CMAQ Apportionment Factors" tab; Source - http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- 5 45% of NC CMAQ Apportionment, per NCDOT Guidelines
- 7 55% of NC CMAQ Apportionment, per NCDOT Guidelines
- 8 Per minimum CMAQ target allocation guidelines, a minimum yearly allocation will be guaranteed for any AQ region whose yearly allocation resulting from this formula is less than \$100,000 to ensure that each AQ region can program at least one CMAQ project that meets the \$100,000 minimum project amount during the TIP update cycle. Funds deducted from NCDOT Allocation to meet this \$100,000 min threshold.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

November 1, 2022

Ms. Kelly Garvin
Planning Development Coordinator
City of Winston-Salem, Department of Transportation
P.O. Box 2511
Winston-Salem, NC 27102

Subject: Winston-Salem/Forsyth UA MPO, Federal FY23 Carbon Reduction Program Allocation

Dear Mr. Graham:

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The Transportation Planning Division is pleased to inform you that the following funds have been made available to the Winston-Salem/Forsyth UA MPO, through the CRP. For Federal FY23, the Winston-Salem/Forsyth UA MPO will receive the allocation of \$ 893,286 in federal funds.

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. The federal share for CRP funded projects is 80% and will require a 20% non-federal match for projects.

Winston-Salem/Forsyth UA MPO is a TMA area and has selection authority per 23 CFR 450.332(c) but should coordinate with NCDOT on which projects are selected to ensure eligibility.

CRP funds can be used for a wide range of projects that reduce emissions. Eligible activities as identified in the statute are as follows: traffic management, truck stop electrification, public transportation, transportation alternatives, advanced transportation and congestion management technologies, intelligent transportation systems, development of a carbon reduction strategy, travel demand management, efforts to reduce the impacts of freight movement, deployment of alternative fuel vehicle, diesel engine retrofits, traffic flow improvements that do not involve construction of new capacity; and projects that reduce transportation emissions at port facilities. Other projects may be eligible with demonstration of emissions reductions. All projects selected must follow Title 23 requirements.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

TELEPHONE: (919) 707-0900
FAX: (919) 733-9794
CUSTOMER SERVICE: 1-877-368-4968

Location:
1 SOUTH WILMINGTON STREET
RALEIGH NC 27601

WEBSITE: NCDOT.GOV

ITEM #10

**Winston-Salem Area Transportation Planning Organization
Transportation Advisory Committee
Action Request**

Meeting Date: February 20, 2025 **Agenda Item Number:** 10

Action Requested: Review of a Resolution Approving a Letter of Support for the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's (WSTA) Grant Application for the FY25 Bus and Bus Facilities Competitive Program and Low or No Emission Grant Program

SUMMARY OF INFORMATION: **Attachments:** Yes X No

The City of Winston-Salem on behalf of the Winston-Salem Transit Authority (WSTA) plan to apply for funding through the United States Department of Transportation (USDOT) Federal Transit Administration's (FTA) FY 25 Bus and Bus Facilities Competitive Program (5339(b)) and Low or No Emission Grant Program (5339(c)). The application, which would pursue funding for the purchase of five (5) diesel-electric hybrid buses. The diesel-electric hybrid buses would replace buses that have exceeded the end of their useful life.

The City of Winston-Salem was awarded funding in the FY24 cycle of the Low or No Emission Grant Program. With more of the fleet reaching the 500,000-mile, 12-year useful life threshold, there is a need to secure more fixed route buses.

The proposed project aligns with several key goals and objectives outlined in the Winston-Salem Area TPO's 2045 Metropolitan Transportation Plan, including:

- The enhancement of connections between major destinations such as employment and education centers.
- The prioritization of funding to support existing transit services and transit state of good repair.

Adoption of this item would approve a letter of support from the Winston-Salem Area Transportation Planning Organization (WSATPO) endorsing the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's FY24 grant application to the FTA's FY25 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program.

TAC Vote: Motion by: _____ **Second by:** _____

Vote: For _____ **Against** _____

RESOLUTION APPROVING A LETTER OF SUPPORT FOR THE CITY OF WINSTON-SALEM ON BEHALF OF THE WINSTON-SALEM TRANSIT AUTHORITY'S (WSTA) GRANT APPLICATION FOR THE FY25 BUS AND BUS FACILITIES COMPETITIVE PROGRAM AND LOW OR NO EMISSION GRANT PROGRAM

A motion was made by TAC Member _____ and seconded by TAC member _____ for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Federal Transit Administration (FTA) makes funding available for the purchase, replacement, and rehabilitation of buses under the Bus and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) and the Low or No Emission Grant Program (49 U.S.C. 5339(c)); and

WHEREAS, the City of Winston-Salem on behalf of the Winston-Salem Transit Authority (WSTA) is an eligible direct recipient for such funding; and

WHEREAS, the City of Winston-Salem is pursuing federal funding for the purchase of five (5) hybrid diesel-electric buses to replace a portion of the fleet exceeding the end of its useful life; and

WHEREAS, the City of Winston-Salem will provide the local match for the project through the Winston-Salem Transit Authority Reserve Fund; and

WHEREAS, the replacement of outdated vehicles in the Winston-Salem Transit Authority (WSTA) fleet would help the Winston-Salem Area Transportation Planning Organization (WSATPO) meet its stated objective of prioritizing a transit state of good repair, as in the 2045 Metropolitan Transportation Plan (MTP); and

WHEREAS, the Winston-Salem Area TPO recognizes the value of the project in helping enhance connections between major employment and education centers; and

WHEREAS, the Winston-Salem Area TPO seeks to lend support to its member agencies to meet community and regional objectives.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Winston-Salem Area TPO approves of the enclosed letter of support endorsing the City of Winston-Salem and Winston-Salem Transit Authority's FY25 grant application to the FTA's FY25 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program.

Adopted on this the 20th day of March, 2025.

Mike Horn, Chairman
Transportation Advisory Committee

Kelly Garvin, Secretary
Transportation Advisory Committee



WINSTON-SALEM AREA TRANSPORTATION PLANNING ORGANIZATION Transportation Advisory Committee

March 20, 2025

Bethania
Bermuda Run
Clemmons
Davidson County
Davie County
Forsyth County
Kernersville
King
Lewisville
Midway
Rural Hall
Stokes County
Tobaccoville
Walkertown
Wallburg
Winston-Salem
NC Board of
Transportation
Winston-Salem
Transit Authority

**Non-Voting
Advisory Members**

City-County
Planning Board
Federal Highway
Administration
Forsyth County
Airport Commission

The Honorable Sean Duffy
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Winston-Salem and Winston-Salem Transit Authority (WSTA) FY25 Buses and Bus Facilities Competitive Program and Low or No Emissions Grant Program Application

Dear Secretary Duffy:

The Winston-Salem Area Transportation Planning Organization (WSATPO) Transportation Advisory Committee (TAC) is pleased to submit a letter of support for the City of Winston-Salem on behalf of the Winston-Salem Transit Authority's (WSTA) application to the Federal Transit Administration's (FTA) Fiscal Year 2025 Bus and Bus Facilities Competitive Grant Program and Low or No Emission Grant Program. This application, which seeks federal funding for the purchase of five (5) hybrid diesel-electric buses, will allow the Winston-Salem Transit Authority (WSTA) to replace buses that have exceeded their 500,000-mile and 12-year useful life.

Funding this vital project will help maintain a state of good repair and enhance service reliability across the Winston-Salem Transit Authority (WSTA) fixed route system. The USDOT's support of these bus replacements will support local businesses, improve job access, and strengthen the local economy.

This funding will build upon additional investments from the USDOT that have been programmed through our TPO Transportation Advisory Committee (TAC) to build high-quality public transportation in our region. Thank you for your consideration of this critical project to enhance public transit in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Horn".

Mike Horn, Chairman
Transportation Advisory Committee

STAFF REPORTS

Winston-Salem Area TPO
NCDOT Division 9 Transportation Update
 February 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
2023CPT.09...1091 2023CPT.09.02.20291 (C204871)	Milling, resurfacing, and shoulder reconstruction on 2 section of US-64 and 5 sections of secondary roads.	April 18, 2023	TBA	41% Complete	\$6,185,165	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor plans to begin work on Nov. 4th will be utilizing multiple crews and subcontractors to finish contract. Contractor has completed paving on 5 of the 8 maps, permanent striping has not been completed due to weather restrictions. No estimated completion date at this point.
2024CPT.09...10291 2023CPT.09.02.20291 (C204906)	Milling, resurfacing, and shoulder reconstruction on 1 section of NC 109, 2 sections of NC 8, and 11 sections of secondary roads.	November 21, 2023	September 26, 2025	0% Complete	\$7,681,070	J. T. Russell and Sons	Eric Goldston (704) 630-3220	Contractor plans to complete this contract in summer 2025.
2025CPT.09.11.20292.3 (DI00364)	Asphalt Surface Treatment (AST) on various secondary (109 Sections) in Davidson County	April 1, 2025	October 15, 2025	0% Complete	\$1,558,894	Waugh Asphalt, Inc.	Eric Goldston (704) 630-3220	Work start date TBD.
9.102939.1 9.102919.2 (DI00366)	Permanent pavement markings on various Primary and Interstate routes in Davidson, Davie, Forsyth, Rowan, and Stokes County	March 3, 2025	August 29, 2025	0% Complete	\$1,243,855	WL Markers, Inc.	Eric Goldston (704) 630-3220	WL Markers awarded the contract. Estimated work start in March 2025.
2025CPT.09.13.20342.3 (DI00356)	Asphalt Surface Treatment – AST on 46 Sections of Various Secondary Routes in Forsyth County	October 23, 2024	TBA	0% Complete	\$841,331	Waugh Asphalt, Inc.	Scott Jones (336) 747-7900	Preconstruction conference to be scheduled in 2025.
HS-2009H (DI00362)	Grading, Drainage, Paving on SR 1528 (Northpoint Blvd) at University Plaza / BP Gas Main Driveway and SR 1528 at Northpoint Drive/Northcliffe Drive	October 23, 2024	January 30, 2026	0% Complete	\$864,985	Atlantic Contracting Company, Inc.	Scott Jones (336) 747-7900	Preconstruction conference held in January 2025.
U-2579B(L) (DI00352)	NC 74 (Future I-74) – Winston-Salem Northern Beltway from US 421 to US 52 – Landscaping	August 28, 2024	September 29, 2028	5% Complete	\$2,432,486	Country Boy Landscaping, Inc.	Scott Jones (336) 747-7900	Contractor started construction.
BP9.R002 (formerly 17BP.9.R.43)	Replace Bridge No. 261 over Mill Creek on SR 1525 (Yadkinville Rd)	August 26, 2026	TBA	ROW Acquisition December 12, 2024	\$1,800,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule.
BP9.R010 BP9.R010.3 (formerly 17BP.9.R.102)	Replace Bridge #210 over Salem Creek on SR 2377 (Old Greensboro Rd) in Kernersville	April 26, 2028	TBA	ROW Acquisition July 28, 2026	\$1,400,000	TBA	Jeremy Keaton (336) 747-7800	Planning and Design underway.
BP9.R011 BP9.R011.3 (formerly 17BP.9.R.103)	Replace Bridge #110 over US 421 on SR 1301 (Scott Rd) in Forsyth Co	October 27, 2027	TBA	ROW Acquisition January 27, 2026	\$2,500,000	TBA	Jeremy Keaton (336) 747-7800	The PE work for this project has been temporarily suspended.
HI-0005	Pavement & Bridge Rehabilitation –SR 3010 (Old US 52) in Davidson County to SR 4205 (S. Main St.) in Forsyth County	September 16, 2025	TBA	Planning/Design In Progress	\$28,800,000	TBA	Jeremy Keaton (336) 747-7800	Division Design Raleigh Let (DDRL) - Revised & reduced project limits. Design underway. Project is on schedule.
2024CPT.09.09.10851 (DI00340)	Milling, Paving, Pavement Markings on 1 Primary Route and 11 Secondary Routes in Stokes County	December 13, 2023	August 29, 2025	26% Complete	\$3,673,711	APAC Atlantic, Inc.	Nicholas Librandi (336) 747-7950	Maps 7 & 11 complete. Other maps not scheduled until early 2025.
2025CPT.09.15.20852.3 (DI00357)	Asphalt Surface Treatment – AST on 39 Sections of Various Secondary Routes in Stokes County	October 23, 2024	TBA	0% Complete	\$1,309,723	Carolina Road Solutions, LLC	Nicholas Librandi (336) 747-7950	Expected start August/September 2025.

Winston-Salem Area TPO
 NCDOT Division 9 Transportation Update
 February 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Projects Under Construction								
U-2579AA (C204746)	W-S Northern Beltway, Eastern Section (Future I-74) – I-74 / US 311 to I-40	October 18, 2022	March 30, 2027	64% Complete	\$126,045,010	Flatiron Constructors	Nicholas Librandi (336) 747-7950	Raleigh Let - Field construction began on December 1, 2022. High Point Road closed to thru traffic between Glenn Hi Road and Glenn Landing. Grading, widening and bridge construction along High Point Rd and Existing I-74. Contractor plans to have roadway complete by end of 2025.
U-6003 47138.3.1 (C204880)	New Road with Bicycle/Pedestrian Accommodations from SR 1969 (Piney Grove Road) to NC 150 (North Main Street - Macy Grove Road)	November 21, 2023	January 11, 2027	46% Complete	\$10,745,693	Triangle Grading and Paving	Nicholas Librandi (336) 747-7950	Contractor has completed widening and curb and gutter on Piney Grove Road. Contractor will continue paving at intersection of Piney Grove Road and new roadway in late 2024. Paving and widening at North Main Street end will occur during spring and summer of 2025. Installation of culverts and storm drainage systems along the new portion of roadway is underway. This facility is tentatively scheduled to be open for traffic on July 15, 2026.
R-2247EB 34409.3.17 (C204137)	DESIGN BUILD - W-S Northern Beltway -Western Section (Future I-74) - Interchange at US 52	August 21, 2018	April 15, 2025	95% Complete	\$138,519,040	Blythe Construction	Thomas Scott (336) 293-9610	Design Build Project - Project will consist of designing and constructing a six-lane divided facility for the extension of Future I-74 from east of Westinghouse Rd to west of University Parkway. Project will tie to the U-2579 D, E, F projects to complete the Northern Beltway from US 421/Salem Parkway to US 52 by Summer 2024. Current overall completion for the project is April 15, 2025 due to transmission utility delays. NC-74 is open in both directions.
R-2577A (C204913)	US 158 (Reidsville Rd, Widen to Multi-lanes North of US 421/ Salem Parkway to SR 1965 (Belews Creek Rd), in Forsyth County	May 28, 2024	March 30, 2029	10% Complete	\$87,840,561	APAC Atlantic/Smith-Rowe	Thomas Scott (336) 293-9610	Contractor has finished clearing and grubbing from the NC-74 interchange to the northern end of the project. Structure crews have completed Culvert 1 Stage 1 and will begin construction of Culvert 2 Stage 1 soon. Storm drainage and other wet utility work has begun north of NC-66. Anticipated substantial completion date October 1, 2028.
U-2729 (C204837)	Widen SR 1672 (Hanes Mill Rd) to Multi-lanes with curb & gutter, from Museum Dr. to SR 4000 (University Pkwy) in Winston-Salem	June 20, 2023	March 14, 2027	25% Complete	\$23,925,289	Caton Construction Group	Thomas Scott (336) 293-9610	Structure crews working on Stage 1 superstructure for Hanes Mill Road bridge over US 52. Bridge deck pours are scheduled for February 2025. Roadway crews working on grading and drainage system installation from beginning of project to Museum Drive. Utility crews working on wet utility (sewer, water) installation on Hanes Mill Road and University Parkway. Contract Completion Date is March 14, 2027.
U-5824 44395.3.1 (C204879)	Widen NC 66 (Old Hollow Rd) to Multi-lanes, from Harley Dr to Bellaire Cir/Whitehall Village Ln in Walkertown	November 21, 2023	April 13, 2027	16% Complete	\$27,921,302	Yates Construction	Thomas Scott (336) 293-9610	Contractor currently installing wet utilities (water, sewer), storm drain systems, and grading between Darrow Road and US 158. Contract Completion Date is April 13, 2027.
U-2579AB (C204633)	W-S Northern Beltway, Eastern Section (Future I-74) – I-40 to US 421/NC 150 / Salem Parkway	December 21, 2021	April 30, 2027	68% Complete	\$261,764,022	Webber	Larry Shaver (336) 867-6230	Contractor continues grading, paving, and structure operations. Bridge construction continues at the I-40 / I-74 interchange. Eastbound I-40 traffic was shifted to the new alignment on July 14, 2024. As weather allows, crews are working within the I-40 median area. The work will construct the new concrete pavement required to place westbound I-40 traffic onto the new alignment. The westbound traffic shift is currently scheduled for Spring 2025. The Contractor also continues construction of new bridges on Sedge Garden Road, and Glenn Hi Road. The new bridge on Kernersville Road was opened to traffic on November 10th. Bridges on Sedge Garden Road and Glenn Hi Road are scheduled to open in April 2025. Paving operations continue, as permitted by the weather along the new I-74 (beltway) section of the project.

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Locally Administered Projects Under Construction								
EB-5840	US 158/US 421/NC 150 (Salem Parkway) from Green Street to the Strollway in Winston-Salem. Construct multiuse path.	December 31, 2023	TBA	50% Complete	\$2,000,000	Smith-Rowe	Kelly Garvin (336) 747-6881	Structure submittals have been made and forwarded to Raleigh for review. Construction is ongoing.
C-5620H	City of Winston-Salem - Meadowlark Drive Improvements - left turn lanes and bike/pedestrian facilities	Bids opened Oct. 13, 2020	TBA	75% Complete	\$7,685,944	Smith-Rowe	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem - Phase 1a complete. Phase 3 complete. Work continues.
Projects Under Development								
HL-0059	SR 1686 (Oak Summit Road). Construct left turn lanes and signal improvements.	2026	TBA	ROW Acquisition In Progress	\$3,036,000	TBA	Jeremy Keaton (336) 747-7800	Right of way and related septic challenges continue to be formidable and may lead to project delays. There is now a residential relocation that will be necessary, and more right-of-way parcels than originally anticipated. Utility impacts and relocations will also be more complex than originally scoped. (Previous Let Date: 3/26/2025; Previous Con Cost: \$1,244,000)
HL-0061	NC 109, Ray Lanning Road to Wallburg Road. Construct turn Lane and Traffic Signal.	April 30, 2027	TBA	ROW Acquisition February 28, 2025	\$2,007,000	TBA	Jeremy Keaton (336) 747-7800	Division Let - Design underway. Delays are likely due to design challenges. (Previous Con Cost: \$1,684,000)
HB-0033	Polo Road. Replace bridge 330284 over SR 4000 (University Parkway) in Winston-Salem.	2029	TBA	ROW Acquisition 2027	\$6,000,000	TBA	Jeremy Keaton (336) 747-7800	Previous Let Date: 10/17/28. Previous ROW Date: 10/30/26.
HS-2009L	NC 62 (Cloninger Drive) at 2055 (Liberty Drive). Improve vertical alignment.	June 25, 2025	TBA	No ROW Required	\$530,000	TBA	Jeremy Keaton (336) 747-7800	Project is on schedule. (Previous Con Cost: \$325,000)
B-5775 45731.3.1	Replace Bridge #275 on Robinhood Rd over NC 67 (Silas Creek Pkwy) in Winston-Salem	July 20, 2027	TBA	ROW Acquisition August 26, 2025	\$4,500,000	TBA	Joel Perlin (919) 707-6051	PMU Managed. PE in progress.
BR-0168 67168.3.1	Replace Bridge #289 on SR 4000 over US 52	May 19, 2026	TBA	ROW Acquisition November 21, 2024	\$12,500,000	TBA	Joel Perlin (919) 707-6051	PMU managed. PE in progress.
I-5980	I-40 at Macy Grove Road (SR 1860) convert grade separation to interchange	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$43,700,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/21/31. Previous ROW Date: 7/21/28. Previous Con Cost: \$43,700,000.
I-5981A 47527.3.2	Widen I-40 to 6-lanes, from I-74/US 311 in Forsyth Co to SR 2635 (Union Cross Rd)	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$64,700,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$64,700,000.
I-5981B 47527.3.3	Widen I-40 to 6-lanes, from SR 2635 (Union Cross Rd) to NC 66 in Forsyth Co.	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$31,300,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$31,300,000.
I-5981C 47527.3.4	Widen I-40 to 6 lanes from NC 66 in Forsyth Co to US 421/I-40 Business in Guilford Co	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$83,100,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Previous Let Date: 1/20/32. Previous ROW Date: 10/19/29. Previous Con Cost: \$83,100,000.

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Projects Under Development								
R-2247A 34409.3.12	DESIGN BUILD - W-S Northern Beltway - Western Section - from US 158 (S. Stratford Rd) to South of I-40	Not Funded	Not Funded	Not Funded	\$39,101,000	Not Funded	Bryan Key (919) 707-6263	Included in Draft 2026-2035 STIP - Not Funded. Previously Included in 2024-2033 STIP - Not Funded. Previous Let Date: 1/1/40; Previous ROW Date: 1/1/40.
R-2247B 34409.3.13	DESIGN BUILD - W-S Northern Beltway - Western Section - from South of I-40 to South of US 421 Interchange.	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$149,499,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 1/1/40. Previous ROW Date: 1/1/40. Previous Con Cost: \$149,500,000.
R-2247CA 34409.3.14	DESIGN BUILD - W-S Northern Beltway, Western Section - Interchange with US 421	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$140,900,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 10/19/32. Previous ROW Date: 10/18/30.
R-2247CB 34409.3.15	DESIGN BUILD - W-S Northern Beltway - N. of US 421 to SR 1314 (Robinhood Rd)	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	Funded For Preliminary Engineering Only	\$92,002,000	Funded For Preliminary Engineering Only	Bryan Key (919) 707-6263	Previous Let Date: 10/19/32. Previous ROW Date: 10/18/30. Previous Con Cost: \$92,000,000.
R-2247D 34409.3.21	W-S Northern Beltway - (SR 1314) Robinhood Rd/Meadowlark Dr. to NC 67 (Reynolda Rd)	2031	TBA	ROW Acquisition October 16, 2028	\$159,100,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - October 2025 (Previous Let Date: 10/15/30)
R-2247EA 34409.3.16	W-S Northern Beltway - NC 67 (Reynolda Rd) to South of US 52	2030	TBA	ROW Acquisition August 20, 2027	\$284,575,000	TBA	Bryan Key (919) 707-6263	Raleigh Let - Production ROW - August 2025 (Previous Let Date: 10/16/29; Previous Con Cost: \$270,400,000)
U-6068	Widen US 421/NC 150 (Salem Parkway) to 6-lanes, from I-74 in Kernersville to I-40 in Guilford County.	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	Not Included in Draft 2026-2033 STIP	\$110,500,000	Not Included in Draft 2026-2033 STIP	Bryan Key (919) 707-6263	Not Included in Draft 2026-2033 STIP.
BR-0075 67075.3.1	Replace Bridge #135 over I-40 on SR 1109 (Kinnamon Rd) in Winston-Salem	January 16, 2029	TBA	ROW Acquisition January 30, 2027	\$12,000,000	TBA	Connie James (336) 747-7800	Raleigh Let - Division took over management. To be scoped with Kimley-Horn. (Previous Con Cost: \$7,000,000)
HB-0031	Replace bridges over US 52/ US 311 in downtown winston-Salem. Third Street, Fourth Street, Fifth Street	September 21, 2027	TBA	ROW Acquisition May 29, 2026	\$9,500,000	TBA	Connie James (336) 747-7800	(DDRL) Division Design Raleigh Let - Planning started in April 2024.
R-2577B 37405.3.2	US 158 (Reidsville Rd), Widen to Multi-lanes from SR 1965 (Belews Creek Rd) in Forsyth Co. to North of SR 1969 (Piney Grove Rd)/SR 1962 (Kernersville Rd) in Forsyth Co.	NOT FUNDED	NOT FUNDED	NOT FUNDED	\$60,300,000	NOT FUNDED	Connie James (336) 747-7800	Included in Draft 2026-2033 STIP - Not Funded. Previously: Funded for Preliminary Engineering Only.
U-5536 44108.3.1	Construct a new route, Great Wagon Rd, from SR 1001 (Shallowford Rd) to SR 1308 (Lewisville-Vienna Rd) in Lewisville	February 18, 2025	TBA	ROW Acquisition In Progress	\$25,150,000	TBA	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) - Project is advertised. (Previous Con Cost: \$22,000,000)
U-5760 46381.3.1	Kernersville Southern Loop (Phase I)- Widen Big Mill Farm Rd and SR 2649 (Hopkins Rd) to multilanes with sidewalk and bike lanes from south of US 421/ Salem Parkway to NC 66 (West Mountain St) and Construct Interchange at US 421/Salem Parkway.	November 18, 2025	TBA	ROW Acquisition In Progress	\$85,255,000	TBA	Connie James (336) 747-7800	(DDRL) Division Design Raleigh Let - Design in progress. Clearing for utility relocations is nearing completion. Duke Energy scheduled to begin relocations in February. Let has been delayed to November 2025 due to issues with Utility Construction Agreement. The Municipal Agreement is also outstanding. (Previous Con Cost: \$71,500,000)

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Projects Under Development								
U-5899 44689.3.1	Construct new 2-lane roadway on new location - Forum Parkway Connector, from existing SR 3955 (Forum Parkway) to NC 66 (University Pkwy/Broad St) in Rural Hall.	June 17, 2025	TBA	ROW Acquisition In Progress	\$16,000,000	TBA	Connie James (336) 747-7800	New project due to additional revenue (HB 97) - (DDRL) Division Design Raleigh Let - Rail agreement received.
U-6004 47139.3.1	SR 1103 (Lewisville-Clemmons Rd) from US 158 (Clemmons Rd) to SR 1891 (S Peace Haven Rd) in Clemmons - includes access management and operational improvements	2029	TBA	ROW Acquisition In Progress	\$37,425,000	TBA	Connie James (336) 747-7800	Division Design Raleigh Let (DDRL) - In design. (Previous Let Date: 10/20/26; Previous Con Cost: \$32,700,000)
U-6059A 47483.3.2	Replace Bridge 211 on SR 2662 (Linville Rd) over Norfolk Southern Railroad	August 15, 2028	TBA	ROW Acquisition February 27, 2026	\$6,800,000	TBA	Connie James (336) 747-7800	DPOC (Division Purchase Order) - PE will include planning for U-6059B, the Linville Road interchange at Salem Parkway. (Previous Con Cost: \$7,300,000)
U-6059B	Upgrade Interchange - SR 2662 (Linville Road) at Linville Road	NOT FUNDED	NOT FUNDED	NOT FUNDED	\$42,900,000	NOT FUNDED	Connie James (336) 747-7800	Included in Draft 2026-2033 STIP - Not Funded. Previous Let Date: 1/1/40; Previous ROW Date: 1/1/40.
U-6188 48648.3.1	Widen SR 1969 (Piney Grove Rd) to 3-lanes, from North of Nelson St to SR 2031 (Brown Rd) in Kernersville	2030	TBA	2028	\$6,800,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - (Previous Let Date: 2/20/29; Previous ROW Date: 11/20/26)
U-6189 48649.3.1	Widen SR 1156 (Lewisville-Clemmons Rd) to 3-lanes with Bicycle and Pedestrian Accommodations, from SR 1103 (Styers Ferry Rd) to SR 1101 (Shallowford Rd) in Lewisville	2033	TBA	2030	\$27,000,000	TBA	Connie James (336) 747-7800	DDRL (Division Design Raleigh Let) - (Previous Let Date: 1/15/30; Previous ROW Date: 7/31/26)
U-6190 48650.3.1	Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from SR 1647 (Glade St) to NC 66 in Rural Hall	2030	TBA	2028	\$3,800,000	TBA	Connie James (336) 747-7800	Previous Let Date: 3/20/29. Previous ROW Date: 8/31/26.
B-5950 45985.3.1	Replace Bridge #7 and #295 on NC 67 (Silas Creek Parkway) over Salem Creek in Winston-Salem	January 19, 2027	TBA	ROW Acquisition January 16, 2026	\$8,500,000	TBA	Ryan Newcomb (336) 747-7800	Raleigh Let - Project restarted. Field scoping meeting held on July 13, 2023. Utility coordination has started. Coordinating planned greenway with WSDOT staff. Division staff presented traffic control alternatives to the City of Winston-Salem Public Works Committee on January 17, 2024. Division moving forward with a plan to close Silas Creek Parkway to accelerate construction timeline. NTP for the next phase of design work was issued May 28, 2024. 25% plans are approved. Drainage redlines are under review. Public input site will go live on February 1st. Division staff will meet with businesses within the project area in February.
BR-0184	Replace Bridge #60 on SR 2747 (E Clemmons Rd) over I-285/US 52 in Winston-Salem	August 17, 2027	TBA	ROW Acquisition February 18, 2026	\$17,000,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Design and initial planning and environmental work has started. 25% plans are approved.
HB-0036	Replace 16th Street bridges #244 over US 52 and #390 over Railroad in Winston-Salem.	September 21, 2027	TBA	Planning/Design In Progress ROW Acquisition 2026	\$4,200,000	TBA	Ryan Newcomb (336) 747-7800	(DDRL) Division Design Raleigh Let - Survey complete. Planning and design work has started. (Previous ROW Date: 2025)

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Projects Under Development								
I-5880 53080.3.1	I-40/US 311 at NC 109 (Thomasville Rd) and Clemmons Rd in Winston-Salem. Convert Half Split Diamond Interchange at NC 109 to Full Split Diamond Interchange, and remove Half Split Diamond Interchange and Connector Roads at Clemmons Rd.	August 19, 2025	TBA	ROW Acquisition In Progress	\$26,600,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Updated traffic analysis complete. 25% plan revisions are complete. Hydro plans approved. Utility coordination has started. ROW plans complete. Let delayed to allow additional time for the Design Noise Report, noise wall plans, noise wall balloting and the structure widening plans to be completed. Pre-Let Field Inspection held September 27, 2024. Let delayed to August 2025 due to a major conflict with AT&T lines in the intersection of Clemmons Rd and Thomasville Rd.
U-5786 44358.3.1	Widen SR 1508 (Hickory Tree Rd) to multi-lanes from US 52/NC 8/Future I-285 to NC 150 (Peters Creek Parkway)	2033	TBA	2030	\$45,700,000	TBA	Ryan Newcomb (336) 747-7800	(DDRL) Division Design Raleigh Let - Survey update and traffic forecast update are complete. Planning and design work has started. (Previous Let Date: 10/17/28; Previous ROW Date: 12/31/25)
U-6005 47140.3.1	Widen NC 65 (Bethania-Rural Hall Rd) to multi-lanes, from N. of US 52 to SR 3983 (Northridge Dr) in Rural Hall	2026	TBA	ROW Acquisition In Progress	\$17,150,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - Pre-Let Field Inspection held January 25, 2024. Clearing for utility relocations is complete. Duke relocation work expected to begin in early 2025. (Previous Let Date: 7/15/25; Previous Con Cost: \$14,000,000)
U-6187	New Route from Baltimore Road (SR 1630) to I-40. Construct 2-lane extension of Baltimore road and Interchange at I-40.	2026	TBA	ROW Acquisition In Progress	\$64,410,000	TBA	Ryan Newcomb (336) 747-7800	Division Design Raleigh Let (DDRL) - 25% plans are complete. Utilities underway. Combined Field Inspection to be held May 2, 2024. NTP for right-of-way acquisition issued. Meetings with relocation property owners were held the summer of 2024. Pre-Let Field Inspection scheduled for April 24, 2025. (Previous Let Date: 10/21/25; Previous Con Cost: \$53,900,000)
B-5148 42309.3.1	Replace Bridge #276 on SR 1001 (Country Club Rd) over NC 67 (Silas Creek Pkwy) in Winston-Salem	January 18, 2028	TBA	ROW Acquisition September 27, 2025	\$4,375,000	TBA	David Stutts (919) 707-6442	Raleigh Let - Project restarted. PE in progress.
BR-0018 67018.3.1	Replace Bridge #48 over US 52 on NC 8 (Germanton Rd) in Winston-Salem	September 15, 2026	TBA	ROW Acquisition December 20, 2024	\$14,300,000	TBA	David Stutts (919) 707-6442	Raleigh Let - Project restarted. PE in progress.
51462	Construct left turn lane on NC 66 at SR 2624 (Watkins Ford Road)	August 29, 2025	TBA	Design In Progress	\$700,000	State Forces	Dan Ulrich (336) 747-7800	High impact/low cost (HILC) project. Construction by state forces.
State Forces Under Development								
48922	SR 2643 (Union Cross Rd) - widen to three lane typical section between Constantine Ct (NS) and intersection of Union Cross / SR 2640 (Shields Rd/Whicker Rd)	May 15, 2025	TBA	Utility Relocations Underway	\$647,358	State Forces	Matt Jones (336) 747-7800	HILC Project - Due to an emergency shoulder repair in another part of the county the construction will need to be delayed until Spring 2025 for the Union Cross turn lane. This will also better align for all work on Union Cross and Shields to be completed at one time.
Locally Administered Projects Under Development								
43670	Aesthetic enhancements associated with Salem Creek Connector (See U-2925C)	September 20, 2025	TBA	TBA	\$318,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT Let (LAP) City of Winston-Salem
U-5539A 50099.3.2	Streetscape Improvement project on SR 4394 (US 311/Martin Luther King Jr., Dr) in Winston-Salem	September 30, 2026	January 31, 2032	ROW Acquisition September 30, 2025	\$2,188,000	TBA	Jeff Fansler (336) 747-6883	Non-DOT let - City of Winston-Salem -
BL-0018	Brewer road from Buchanan Street to Clemmonsville road. Construct five-Foot Sidewalk.	September 30, 2028	TBA	ROW Acquisition September 30, 2026	\$2,326,000	TBA	Kelly Garvin (336) 747-6881	Agreement executed.

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Locally Administered Projects Under Development								
BL-0019	Long Branch Trail Phase II from Martin Luther King, Jr. Drive to 27th Street. Construct Ten-Foot Trail.	September 30, 2025	TBA	To Be Updated ROW Acquisition January 31, 2025	\$8,600,000	TBA	Kelly Garvin (336) 747-6881	RR agreement is signed. Design underway. ROW date will need to be delayed once City provides an updated schedule.
BL-0072	Salem Creek Greenway Bridge, West of Salem Lake. Construct greenway trail.	September 30, 2027	TBA	ROW Acquisition December 31, 2026	\$575,000	TBA	Kelly Garvin (336) 747-6881	Feasibility to be done in 2025. Schedule change to come in 2025.
EB-5722 50418.3.1	Construct sidewalk on north side of NC 67 (Silas Creek Parkway) to connect existing sections, from Bolton St. to Lockland Avenue in Winston-Salem	September 30, 2026	TBA	ROW Acquisition January 07, 2022	\$4,038,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Supplemental funding agreement pending.
EB-5810 44662.3.1	Construction of 760 Linear Foot of Sidewalk on Barbara Jane Avenue from Old Greensboro Road to Woodrow Powell Drive.	September 30, 2025	TBA	ROW Acquisition In Progress	\$671,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - 90% plans being reviewed by City with NCDOT review to follow. Additional funds pending.
EB-5812 44664.3.1	Construct new Salem Creek Greenway, Forsyth Technical Community College to existing greenway at Marketplace Mall in Winston-Salem.	September 30, 2027	TBA	ROW Acquisition September 2026	\$10,400,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - City to evaluate how to proceed with project, perhaps in phases.
EB-5952 48429.3.10	Fairlawn Drive sidewalk project - from NC 67 (Reynolda Rd) to SR 1528 (Silas Creek Parkway) in Winston-Salem	September 30, 2025	TBA	ROW Acquisition In Progress	\$741,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Final plans pending.
EB-5953 48429.3.1	Construct sidewalk on SR 4000 (University Parkway) in Forsyth County from SR 1686 (Shattalon Drive) to Robinwood Lane in Winston-Salem	September 30, 2025	TBA	CE Complete	\$635,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Working on ROW plans for completion by December 2024.
EB-5954 48430.3.1	Construct sidewalk on Griffith Road in Forsyth County, from Kimwell Drive to Burke Mill Road in Winston-Salem	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$741,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - Funding increase pending.
EB-5955 48431.3.1	Construct sidewalk on SR 1348 (Robinhood Rd) in Forsyth County, from Speaks Farm Rd to Muddy Creek Greenway in Winston-Salem	September 30, 2024	TBA	ROW Acquisition In Progress	\$470,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem - CON authorized. Bid opening in Mid-October. Bids reopened in January, working on award. Available February/March 2025.
EB-6008	US 158/US 421 (Salem Parkway) from Lockland Avenue to NC 150 (Peters Creek Parkway) in Winston-Salem	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$2,255,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem -
U-2925C	New route, Salem Creek Connector, from SR 4326 (Rams Drive) to SR 4325 (MLK JR Dr) in Winston-Salem. Landscaping and lighting on new location.	September 30, 2025	TBA	Planning/Design In Progress	\$1,358,000	TBA	Kelly Garvin (336) 747-6881	Non-DOT let - City of Winston-Salem -
EB-5959 48435.3.1	Construct sidewalk on SR 3000 (Idols Rd) from SR 1103 (Middlebrook Drive) to Tanglewood Park Rd in Clemmons	September 30, 2027	TBA	ROW Acquisition August 31, 2026	\$897,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons – Village and County on location of Force Main, which will affect schedule to construct.
EB-5960 48449.3.1	Construct sidewalks and crosswalks on SR 1101 (Harper Rd) in Forsyth County, where gaps exist, between Jerry Long YMCA on Peace Haven Rd to roundabout, West of Frank Morgan Elementary School in Clemmons	September 30, 2026	TBA	TBA	\$3,129,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons - Working on ROW Plans. Let with EB-6040.

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Locally Administered Projects Under Development								
EB-6040	SR1101 (Harper Rd) from Village Point Drive to east of I-40 interchange. Construct sidewalk and Pedestrian safety features.	September 30, 2026	TBA	TBA	\$1,587,000	TBA	Mike Gunnell (336) 439-5187	Non-DOT let - Village of Clemmons - Working on ROW Plans. Let with EB-5960.
HL-0125	SR 1103 (Lewisville-Clemmons Road) Lewisville-Clemmons Road intersection at Holder Road in Clemmons. Install Traffic Signal.	September 30, 2027	TBA	TBA	\$251,250	TBA	Mike Gunnell (336) 439-5187	NON - DOT LET (LAP) - Municipal agreement signed. Construction phase removed. PE firm rates approved.
BL-0014	SR 4278 (South Cherry Street) from Oakhurst Street to Holy Cross Church in Kernersville. Construct Five-Foot Sidewalk.	June 30, 2027	TBA	ROW Acquisition June 30, 2026	\$2,257,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project.
BL-0015	Broad Street, SR 4309 (East Mountain Street) to Harmon Lane in Kernersville. Construct Five-Foot Sidewalk.	June 30, 2027	TBA	ROW Acquisition June 30, 2025	\$994,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project.
BL-0016	Harmon Lane from SR 4315 (South Main Street) to Broad Street in Kernersville. Construct Five-Foot Sidewalk.	September 30, 2027	TBA	ROW Acquisition March 31, 2026	\$346,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Kernersville working on RFLOI.
BL-0017	Southern Street Greenway from Southern Street to Kerners Mill Creek Greenway in Kernersville. Construct Multi-Use Paved Path.	September 30, 2027	TBA	ROW Acquisition September 30, 2026	\$851,000	TBA	Chris Jensen (336) 992-0206	NON - DOT LET (LAP) - Utility phase added to the project. Agreement execution scheduled for July 2025.
HL-0015	NC 66/SR 4309 (West Mountain Street) from Beaucrest Street to Asbury Drive. Construct turn-lane between Kernersville YMCA and Deere-Hitachi's East entrance and extend existing sidewalk from Beaucrest Street to Asbury Drive.	September 30, 2025	TBA	ROW Acquisition January 31, 2025	\$3,181,000	TBA	Chris Jensen (336) 992-0206	Utility phase added to the project. NEPA in-progress. Will need a new schedule from Kernersville to update current ROW and Let
BL-0020	Depot Street from US311 (Main Street) to SR 1992 (Sullivantown Road) in Walkertown. Construct Sidewalk.	September 30, 2025	TBA	Planning/Design In Progress	\$479,000	TBA	Scott Snow (336) 595-4212	Environmental work has started. MPO adding funds to the project. Let date likely to shift.
EB-5956 48432.3.1	Install bicycle/pedestrian facilities and construct sidewalk on SR 1992 (Sullivantown Rd) in Forsyth County, from US 311 at Harley Drive to Walkertown Middle/High School in Walkertown.	September 30, 2025	TBA	Planning/Design In Progress	\$560,000	TBA	Scott Snow (336) 595-4212	Non-DOT let - Town of Walkertown - Environmental document, ROW certification, and proposal approval required before construction authorization.
B-5007 41111.3.1	Replace Bridge #296 over NSRR on West First St. in Winston-Salem	September 30, 2025	TBA	ROW Acquisition In Progress	\$6,100,000	TBA	Alan Temple (336) 747-6844	Non-DOT let - Municipal Bridge Project - City of Winston-Salem -
EB-4020C 33974.1.FD3	Brushy Fork Greenway from Lowery St. to Reynolds Park Rd in Winston-Salem	September 30, 2026	TBA	ROW Acquisition In Progress	\$2,158,000	TBA	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem - City working with RR on easement. Updating environmental and DEQ documents. Funding is being updated by MPO and City to request an extension of agreement date to LPMO.
EB-5920	SR 1122 (Jonestown Rd) from east of US 421 to SR 1001 (Country Club Rd) in Winston-Salem. Construct sidewalk on east side and west side of Jonestown Rd.	September 30, 2026	TBA	ROW Acquisition September 30, 2025	\$900,000	TBA	Alan Temple (336) 747-6844	Non-DOT let - Waiting on PE funding to be approved. RFLOI for engineering services is advertised.
U-4741OK 39745.3.28	Winston-Salem - Piedmont Regional Greenway	September 30, 2027	TBA	ROW Acquisition September 30, 2025	\$900,000	TBA	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem - RFLOI in-progress.

Winston-Salem Area TPO
NCDOT Division 9 Transportation Update
 February 2025

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Locally Administered Projects Under Development								
BL-0114	Shallowford road from Lowes foods Drive to Shallowford Reserve Drive in Lewisville. Construct Sidewalk.	September 29, 2028	TBA	ROW Acquisition September 30, 2027	\$1,314,667	TBA	Stacy Tolbert (336) 945-1023	Non - DOT Let (LAP) - Town is working with the MPO to defund this project and shift funding to U-6154.
C-5705	Extend sidewalk on Lewisville-Vienna Rd in Lewisville	September 30, 2028	TBA	ROW Acquisition September 30, 2027	\$1,512,000	TBA	Stacy Tolbert (336) 945-1023	Non - DOT Let (LAP) - Town is working to remove this project from STIP due to current costs.
U-6154 48436.3.1	Convert existing signalized intersection to a single-lane roundabout at SR 1308 (Lewisville-Vienna Rd) and SR 1348 (Robinhood Road) in Lewisville	September 30, 2025	TBA	ROW Authorized	\$1,867,000	TBA	Stacy Tolbert (336) 945-1023	Non-DOT let - Town of Lewisville - ROW certification and final PS&E package reviewed by NCDOT on June 18, 2024. Utilities are being scheduled for moving.
HM-0004	Old Greensboro Road: Replace Bridge 330330 over Brushy fork Creek.	September 30, 2028	TBA	ROW Acquisition September 30, 2027	\$2,800,000	TBA	Alan Temple (336) 747-6844	Non-DOT let - City of Winston-Salem -
Completed Projects								
BP9.R009 BP9.R009.3 (formerly 17BP.9.R.95) (DI00328)	Replace Bridge #241 over South Fork of Muddy Creek on SR 3011 (Old Salisbury Rd) in Forsyth Co.	December 13, 2023	May 9, 2025	93% Complete	\$2,234,100	Smith-Rowe	Nicholas Librandi (336) 747-7950	Bridge deck complete. Grading and paving is ongoing. Road open to traffic.



Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. There are no traffic forecasts currently underway in the MPO area. There is a map that provides information about past and current traffic forecasts: [NCDOT Traffic Forecasting Data Map](#)

WSUAMPO 2050 MTP/CTP

The 2050 MTP/CTP updates are underway. The Metropolitan Transportation Plan (MTP) is the federally required fiscally constrained 25-30 year multi-modal transportation plan. The Comprehensive Transportation Plan (CTP) is the State required 25-30 year multi-modal transportation plan that is not fiscally constrained. The MTP is a subset of the CTP.

The website for the MTP is <https://engagekh.mysocialpinpoint.com/Winston-SalemMTP>. There is currently a survey underway that can be accessed from the MTP website or the link above.

The focus is currently on collecting data about the region to establish existing conditions and then needs assessment. The Piedmont Regional Travel Demand Model (PRTDM) will be used to inform the MTP and CTP. It is estimated that the model will be available to use for analysis by the end of February.

NCDOT TPD & IMD Change of Staff

Pam Cook, TPD, has accepted a new position with the Statewide Initiatives Group in the NCDOT Office of Strategic Initiatives & Program Support (SIPS). John A (Andy) Bailey, CPM, Western Piedmont Planning Group Supervisor, will be the primary NCDOT TPD contact in the interim. His contact information is jabailey@ncdot.gov or 919-707-0991.

James (Alex) Rotenberry has also accepted a new position with NCDOT Aviation Division. Bryan Lopez will be the primary NCDOT IMD (Integrated Mobility Division) contact in the interim. His contact information is balopez@ncdot.gov or 919-707-2606.

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina...”

- NCDOT Mission Statement

USDOT Issues Final Rule Establishing Accessibility Standards for Transit Stops in the Public Right-of-Way

The U.S. Department of Transportation (USDOT) [issued a final rule](#) establishing clear, uniform standards for designing accessible pedestrian facilities at transit stops in the public right-of-way. Effective January 17, 2025, the rule adopts the U.S. Access Board [Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way \(PROWAG\)](#) as USDOT’s regulatory standards for new construction and alterations. This rule simplifies compliance for State and local agencies by removing the need for independent evaluations of accessibility guidance. It also promotes consistency across projects, improving accessibility for all transit users and supporting USDOT broader efforts for multimodal transportation access.

[Updated Pedestrian and Bicycle Funding Opportunities Table](#) (FHWA)

Provides an updated overview of Federal funding programs for pedestrian, bicycle, and micromobility projects. Outlines eligible activities and projects, helping sponsors integrate safety into initiatives.

Draft NCDOT 2026-2035 STIP Released

The Draft 2026-2035 State Transportation Improvement Program (STIP) has been released and can be found on the STIP website: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/Pages/default.aspx>. , the Department will hold a public comment period on the STIP from January 31, 2025 to April 4, 2025. In addition, each Division will hold a week-long public drop-in session between February 17, 2025 and March 17, 2025 (the drop-in session week varies by Division). Please feel free to reach out to [Brian Wert](#) (Divisions 5, 7, 8, 9) if you have any questions or would like to discuss any potential schedule adjustments or project segmenting. For questions regarding the P7.0 scores, please contact the [SPOT office](#).

Contact Us

John A (Andy) Bailey, CPM
Western Piedmont Group Supervisor

NCDOT TPD

1 S. Wilmington Street
Raleigh, NC
(919) 707-0991 (office)
jabailey@ncdot.gov

Website: www.ncdot.gov

Upcoming	Date
Last day to have signed resolution to support NCDOT's safety targets (PM1) or otherwise established targets	February 27, 2025
Last day to submit adopted FY26 UPWP with resolution, 5-year planning calendar, and MPO self-certification of long-range planning.	March 28, 2025
Deadline for TAC members to file SEI and RED with NC Ethics Commission	April 15, 2025
Last day to submit revisions to TPD for FY25 UPWP with signatures	April 18, 2025

NCDOT Statewide Plans:

To learn more, click on the following links or go to ncdot.gov and search using names in [blue](#) unless otherwise noted:

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) Currently being updated
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)
- [Strategic Highway Safety Plan \(2024\)](#)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#)

Helpful Links:

To learn more, click on the following links or go to ncdot.gov and search using names in [blue](#) unless otherwise noted:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—drivenc.gov | [North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#) (ncdot.gov & search “Report a pothole”)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(connect.ncdot.gov & then search\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- Federal Functional Classification Map—[NCDOT Functional Class Map \(ncdot.maps.arcgis.com\)](#)
- NCDOT Flickr Account: [NCDOTcommunications | Flickr](#)



Forsyth County

Office of Environmental Assistance and Protection

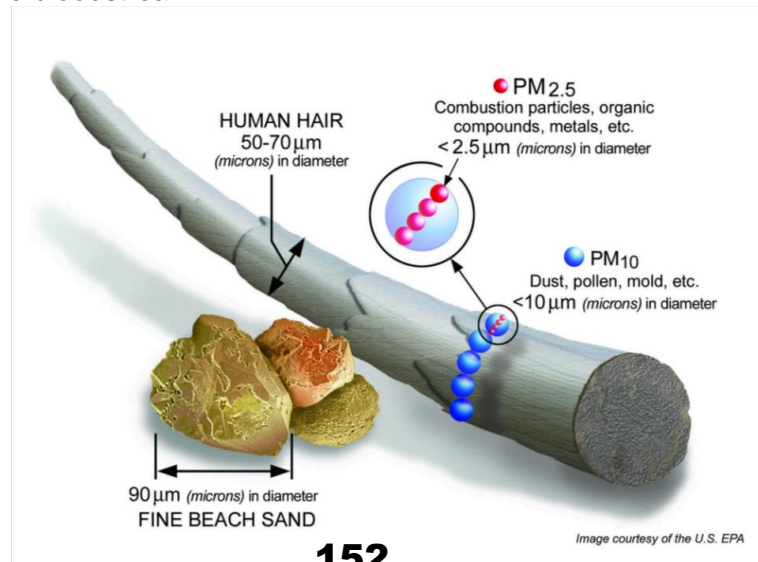
February 20, 2025

➤ Air Quality Notes:

- What is CMAQ?
 - CMAQ is the Congestion Mitigation and Air Quality Improvement (CMAQ) program and provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA).
 - CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter.
- What is Transportation Conformity?
 - Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals.
 - Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide.
 - These areas are known as "nonattainment areas" or "maintenance areas," respectively. Regulations governing transportation conformity are found in Title 40 of the Code of Federal Regulations ([40 CFR Parts 51 and 93](#)).

➤ Air Quality Report:

- What is PM2.5?
 - Particulate matter (PM), also called particle pollution, includes any inhalable solid particles or liquid droplets that are small enough to enter the respiratory system.
 - They are measured in two different size classes: PM 10, which are 10 microns or less in width, and PM2.5 (fine particles), which are 2.5 microns or less in width.
 - Any particles greater than 2.5 microns but less than or equal to 10 microns are considered coarse particles.
 - PM comes from many sources, including cars and trucks, power plants, industrial sources, wildfires, and the burning of wood, vegetation, or trash. Fine particles (PM2.5) are generally more dangerous than coarse particles (PM10), as they can get deeper into the lungs and even enter the bloodstream.





WSTA
WINSTON-SALEM TRANSIT AUTHORITY

Trans-AID Ridership

2024-13,103
2025-10,566

Customer Service Calls

16,307

Ridership

January 2025		January 2024	
Route	Ridership	Route	Ridership
80	4,473	80	4,571
81	2,309	81	2,649
82	622	82	789
83	8,674	83	9,318
84	3,876	84	4,006
85	4,192	85	4,915
86	5,180	86	6,241
87	13,691	87	14,685
88	1,165	88	1,366
89	6,524	89	6,483
90	2,969	90	3,305
91	4,908	91	5,524
92	7,182	92	7,563
93	4,736	93	4,651
94	3,957	94	4,221
95	2,273	95	2,460
96	6,785	96	8,086
97	2,553	97	2,182
98	1,265	98	1,801
99	573	99	658
100	143	100	337
101	2,700	101	2,956
102	353	102	407
103	5,633	103	6,641
104	2,878	104	2,545
105	4,583	105	5,228
106	3,541	106	3,163
107	5,045	107	5,750
108	1,559	108	1,438
109	2,569	109	2,715
110	320	110	581
Total	117,230	Total	127,235

Operator Joseph Pierce: A Commitment to Safety and Compassion

At WSTA, our operators do more than just drive—they serve as a reliable presence in our community, ready to assist when needed. Recently, Operator Joseph Pierce demonstrated the core values of Safety, United, Caring, Effective, and Daring when he encountered a woman in distress while driving Route #82.

Near the Forsyth Tech bus stop, Operator Pierce noticed a woman holding her baby, looking visibly upset. When he approached, she shared that she had been physically abused by her boyfriend, who had also fired a gun at her. Recognizing that she needed help, Operator Pierce acted quickly, calling Dispatcher Bri Hinton to report the situation and ensure that the proper assistance was on the way.

In the meantime, he welcomed the woman and her baby onto the bus, giving them a safe place to wait while law enforcement was contacted. Dispatcher Hinton worked efficiently to coordinate the response, ensuring the mother and child received the support they needed. Operator Pierce remained with them until the authorities arrived, providing reassurance and comfort during a stressful time.

This situation is a strong reminder of the important role our operators and dispatchers play beyond their daily routes. By staying calm, taking action, and working together, they exemplified WSTA’s commitment to Safety and Caring, proving that public transit is not just about transportation—it’s about looking out for the people in our community.

From Data to Decisions

Numerous agencies within the Piedmont Triad are tasked with planning and developing our transportation infrastructure. However, our travel patterns significantly define our needs as a region. Forsyth and Guilford counties serve as key destinations for employment, commerce, and entertainment. Each day, over 30% of Triad residents begin their day in one county and commute to another.

Since 2004, the region's four Metropolitan Planning Organizations (MPOs) and PART have collaborated to maintain a tool that projects travel demand and patterns, marking the initial phase of the planning process. This tool, known as the Piedmont Triad Regional Model (PTRM), is a mathematical instrument designed to predict future travel behaviors. It plays a crucial role in analyzing transportation plans and policies, aiding decision-makers in selecting the most effective strategies to address transportation challenges.

PART and the MPOs are concluding a significant update to the Piedmont Triad model. This update encompasses several components, including a Household Travel Survey, revisions to the transportation network and Traffic Analysis Zone (TAZ) boundaries, introduction of a Tour-Based Freight Model, updating of population and employment data, and incorporation of public transportation projects alongside highway initiatives.

An additional noteworthy advancement, particularly for transportation planners, is the newly developed methodology aimed at identifying potential sites for future development within the region. Although it does not serve as a definitive forecast, the Growth Allocation and Scenario Planning Project equips transportation planners with a systematic approach to analyze and compare various future scenarios. The process begins by identifying areas suitable for growth, followed by inputting assumptions related to land use, population increases, and factors that may attract or hinder growth. These variables can then be adjusted to explore different developmental scenarios.

In 2025, the Piedmont Triad MPOs will commence preparing their 2050 Metropolitan Transportation Plans (MTPs), utilizing the updated PTRM model for this purpose. Transportation planners anticipate that the enhanced model will yield improved post-pandemic projections, thereby facilitating the efficient allocation of limited transportation resources.



sample map showcasing road networks, traffic flow patterns and GIS data overlays to support transportation planning and infrastructure management

Connecting Communities: Mobility Options at Your Fingertips!

PART's Transportation Demand and Marketing Departments are embarking on an exciting initiative to enhance community engagement with the mobility options available in our region. **Explore Mobility Options** is an extensive marketing campaign launched in February and designed to run through May, signaling our commitment to promoting sustainable and accessible ... regional ... transportation options.

This multifaceted campaign features print and digital ads and targeted email outreach. We are also leveraging the reach of local transit systems by showcasing bus advertisements on vehicles operated by the Greensboro Transit Agency, Winston-Salem Transportation Authority, Davidson County DC Rides, and the High Point Transit System. In addition, strategically placed billboard advertisements will run across key locations, expanding the reach of our message and ensuring it resonates with a broad audience.

In alignment with PART's mission to inform and engage our community, we are placing a strong emphasis on **RideTheTriad.org**, a comprehensive web-based resource designed to help citizens navigate our region's diverse transportation options. This website serves as a one-stop platform where users can explore various mobility services, from public transit routes to ridesharing and biking options. We aim to empower individuals to make informed decisions about their transportation needs by highlighting this resource.

To illustrate the importance of community engagement in transportation, consider recent studies that show regions with robust public transit systems experience a 10-20% increase in local business activity. A case study from the Greater Charlotte area demonstrated that a focused marketing effort towards public transit options led to a 15% increase in ridership over the course of a year, directly correlating to improved economic vitality in the region. These statistics underscore the critical role effective communication plays in shaping public perception and usage of transportation services.

The Transportation Demand and Marketing Departments at PART are not just promoting mobility options; we are fostering a culture of connectivity and accessibility within our community. Through our continued commitment to comprehensive marketing campaigns, we aim to inform, engage, and inspire our residents to **Explore Mobility Options**.




EXPLORE MOBILITY OPTIONS.

RideTheTriad.org
Regional Mobility Options



Join us for a BUDDY RIDE!



* 2. Fill out the information below and a Buddy Ride representative will contact you about a customized trip!

Where are you leaving from?

Where are you going?

Estimated number of riders participating.

Do you have a day and time you would like to try to plan for?

Excitement Sparks Across Local Campuses!

Part 4 of a 4-part Marketing effort for PART's regional initiative with universities and colleges launched in November 2024. This is a ride incentive for participating campuses, the **Buddy Ride**. Our goal is to encourage and promote the use of public transportation among college students, faculty, and staff. The Buddy part of the Ride is a staff member will ride along ... upon request. The incentive includes a FREE first-time ride and SWAG!

Printed posters and digital ads reached the 10 participating campuses in November 2024. The program is realizing engagement with several request from 4 campuses to-date.

Interested persons scan a QR code or go to a provided URL, which directs them to a digital form where they can sign up for various offerings.

This is another regional initiative utilizing **RideTheTriad.org**.

Winston-Salem Area TPO Calendar of Activities

January 31 – March 3, 2025

- Regional Flexible Funding – Supplemental Pilot Call for Projects
 - <https://www.cityofws.org/1488/Programs-Services>

February 20, 2025

- Technical Coordinating Committee (2 PM)
 - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
 - Virtual (Zoom)

March 20, 2025

- Technical Coordinating Committee (2 PM)
 - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
 - Virtual (Zoom)
- Anticipated Adoption of the CMAQ/CRP Projects

April 15-17, 2025

- North Carolina Association of Metropolitan Planning Organizations (NCAMPO) Conference 2025 – Wilmington, NC

Spring 2025

- Anticipated Launch of 5307/5310 Call for Projects

May 15, 2025

- Technical Coordinating Committee (2 PM)
- Transportation Advisory Committee (4:15 PM)
 - Bryce A. Stuart Municipal Building 5th Floor Conference Room (Arnold G. King Public Meeting Room) 100 E First Street, Winston-Salem, NC 27101
- Anticipated Adoption of the Federal Functional Classification of Roadways Update
- Anticipated Adoption of PM2 and PM3 Targets (Condition and System Performance)

July 2025

- North Carolina Board of Transportation (NCBOT) Adoption of the 2026-2035 State Transportation Improvement Program (STIP)

July 17, 2025

- Technical Coordinating Committee (2 PM)
 - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
 - Virtual (Zoom)
- Anticipated Adoption of the RFF Supplemental Funding Projects

September 18, 2025

- Technical Coordinating Committee (2 PM)
 - BAS 5th Floor Conference Room
- Transportation Advisory Committee (4:15 PM)
 - Virtual (Zoom)
- Anticipated Adoption of the 2050 MTP

November 20, 2025

- Technical Coordinating Committee (2 PM)
- Transportation Advisory Committee (4:15 PM)
 - Bryce A. Stuart Municipal Building 5th Floor Conference Room (Arnold G. King Public Meeting Room) 100 E First Street, Winston-Salem, NC 27101



Infrastructure Investment and Jobs Act

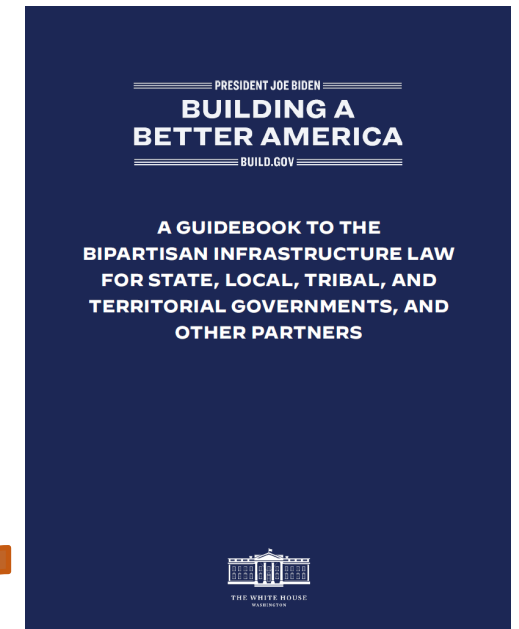
A Guide for the Winston-Salem Metropolitan Planning Area

Presentation Purpose & Scope

- To inform the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) of:
 - The basics of the Infrastructure Investment and Jobs Act (IIJA)
 - Available IIJA technical guides and implementation resources
 - **Formula funded programs** relevant to MPO activities
 - **Competitively funded programs** available to MPO communities
 - Relevance to MTP/CTP and project examples where possible

What is the Infrastructure Investment and Jobs Act (IIJA)?

- Also referred to as the **Bipartisan Infrastructure Law (BIL)**
- IIJA provides major funding in many different areas:
 - **Transportation**
 - **Roads, Bridges, and Major Projects**
 - **Passenger and Freight Rail**
 - **Public Transportation**
 - **Airports**
 - **Ports and Waterways**
 - **Safety**
 - **Electric Vehicles, Buses, and Ferries**
 - **Broadband**
 - **Climate, Energy, and the Environment**
 - Clean Energy and Power
 - Water
 - **Resilience**
 - Environmental Remediation
 - **Regional Commission, EPA, DHHS, Interior, DOT, EPA, and Solid Waste Management Programs**



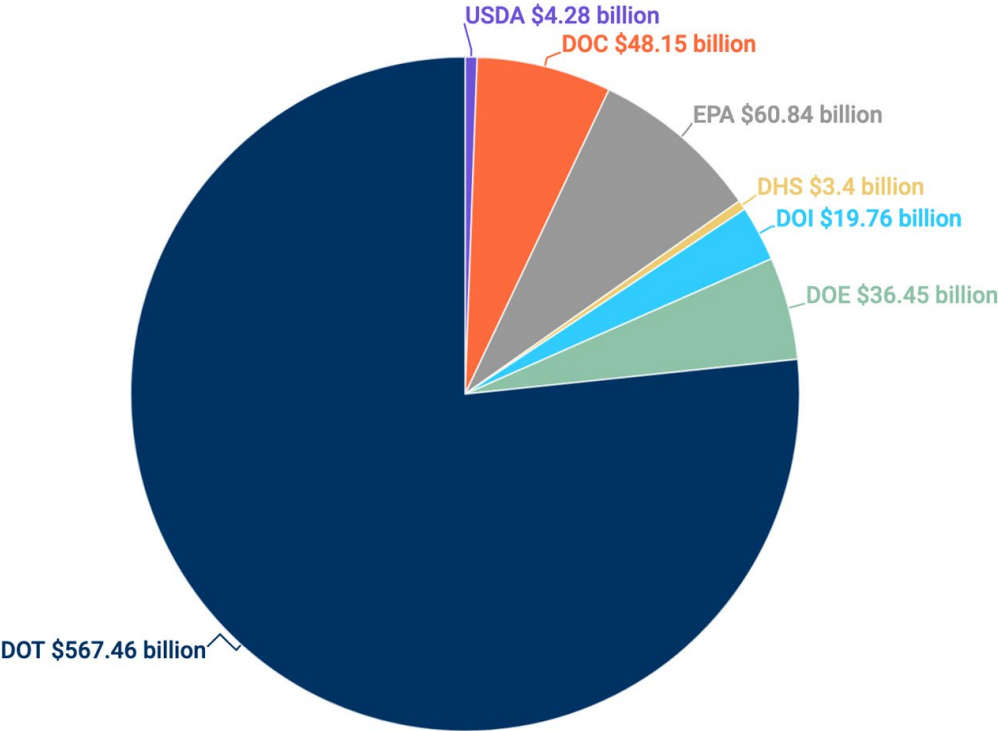
Read the Guidebook:
[build.gov](https://www.build.gov)

Building a Better America Guidance Themes

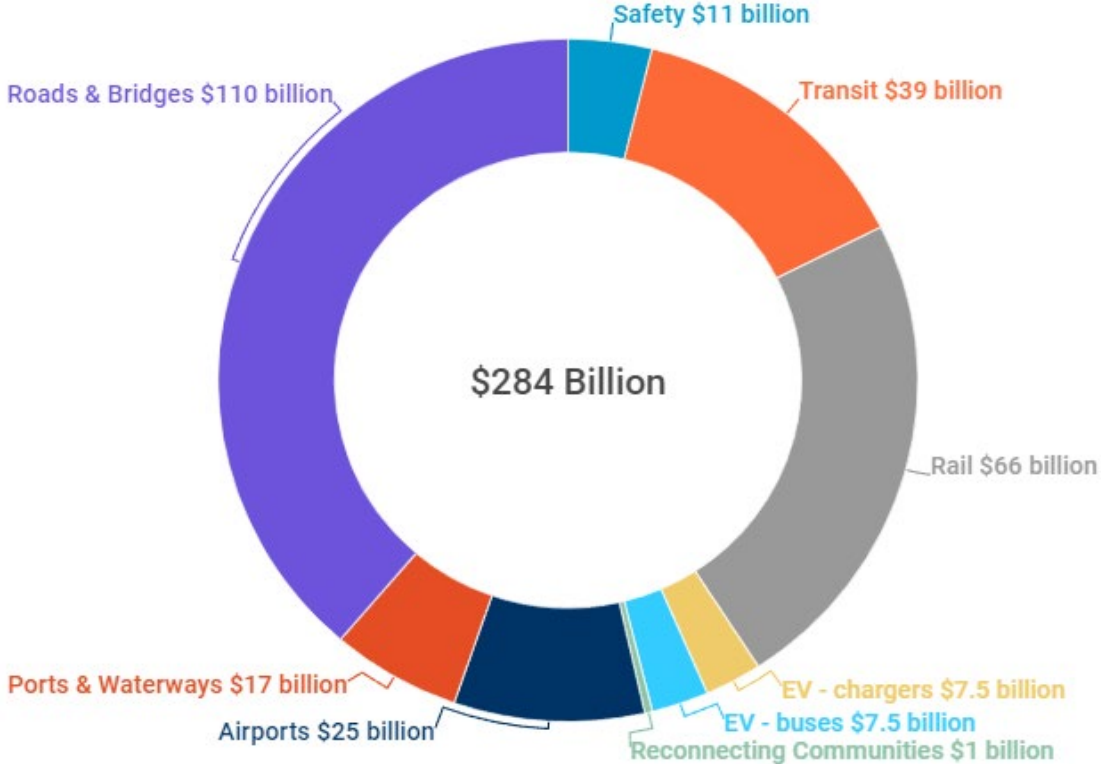
- Summarized from the Federal Highway Administration Memo: “Policy on Using Bipartisan Infrastructure Law Resources to Build A Better America”
 - ✓ **Safety**
 - ✓ **Equity**
 - ✓ **Climate and Resilience**
 - ✓ **Multimodal Systems**
- These core themes will pop up throughout the implementation process and the competitive funding application process

IIJA: By the Numbers

BY THE NUMBERS: FUNDING BY FEDERAL AGENCY



Funding by Federal Agency



New Investments in Transportation by Category

Source: [Legislative Analysis for Counties: The Bipartisan Infrastructure Law](#)

Helpful IJA Resources: Implementation

U.S. Department of Transportation, “Key Notices of Funding Opportunity”
<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>



Accelerator for America, U.S. Conference of Mayors, and Drexel University’s Nowak Metro Finance Lab,
“Infrastructure Investment & Jobs Act: A Federal Investment Guide for Local Leaders”
<https://drexel.edu/~media/Files/nowak-lab/IJA%20Investment%20Guide%201216compressed.ashx>

National Conference of State Legislatures, “Infrastructure Investment and Jobs Act: Implementation and Key Resources”
<https://www.ncsl.org/ncsl-in-dc/publications-and-resources/infrastructure-investment-and-jobs-act-implementation-and-resources.aspx>

National Association of Counties, “Implementing Infrastructure Investments at the County Level”
<https://www.naco.org/resources/implementing-infrastructure-investments-county-level>

National Governors Association, “IIJA Implementation Resources”
<https://www.nga.org/iija-implementation-resources/>

American Association of State Highway and Transportation Officials, “IIJA Implementation Guide”
<https://policy.transportation.org/iija-implementation/>

IIJA Programs: Formula Funding to the States

- IIJA funds, by formula or other related allocation method:
 - Disadvantaged Business Enterprises (DBE)
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Surface Transportation Block Grant (STBG) + Transportation Alternatives Program (TAP) Set-aside
 - National Highway Performance Program
 - Highway Safety Improvement Program
 - National Highway Freight Program
 - Railway Highway Crossing Program
 - Highway Safety Programs (Section 402)
 - National Priority Safety Programs
 - Appalachian Development Highway System (Forsyth, Davie, and Stokes counties are served by ARC)
 - Bridge Formula Program
 - National Electric Vehicle Infrastructure Program
 - Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)

Transit: Urbanized Area Formula Grants (Planning, Capital, Operations), State of Good Repair Grants (Capital), Bus & Bus Facilities Formula Grants (Capital), and Enhanced Mobility of Seniors and Individuals with Disabilities (Capital, Operations, and Planning)

IIJA Programs: Formula Funding to States and MPOs

- IIJA provides formula funding for:
 - Metropolitan Planning
 - Metropolitan Transportation Program
 - Statewide Transportation Planning
- All of the above are **continued programs** related to helping MPOs carry out their required planning tasks as they relate to FHWA, FTA, and state program compliance.

Competitive Grant Programs

- The following slides look at select **COMPETITIVE FUNDING** programs where **MPOs** are listed as an “eligible recipient.”
- Individual communities are also eligible for the competitive funding opportunities discussed on the following slides
 - The following slides do *not* cover every single funding opportunity for communities, but the resources discussed today provide a comprehensive look at the law.
- Most IJA programs are funded for five years (FY22 – FY26), with applications opening annually.
 - **“5 Years, 5 Installments”**

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Matc
Large Bridge Project Grant	Opening Date: September 27, 2023	Discretionary Grant	<ul style="list-style-type: none"> • States • Federal lands management agencies • MPOs • Local and Tribal governments 	Program focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition Bridges with total eligible project costs up to \$100 M Minimum grant awards of \$2.5 M Maximum grant awards of 80% of the total eligible project costs	Closing Date: August 1, 2025	80 percent Federal / 20 percent non-Federal
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	October 25, 2024	Discretionary Grant	<p>Planning Grants, Resilience Improvement Grants, and Community Resilience and Evacuation Route Grants:</p> <ul style="list-style-type: none"> • A state or political subdivision of a state (including DC and Puerto Rico) • A metropolitan planning organization <ul style="list-style-type: none"> • A unit of local government • A special purpose district or public authority with a transportation function, <ul style="list-style-type: none"> • An Indian Tribe • A federal land management agency that applies jointly with a state or group of states • A multi-state or multi-jurisdictional group of entities described above <p>At-Risk Coastal Infrastructure Grants:</p> <ul style="list-style-type: none"> • A state (including U.S. Territories Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana) 	The purpose is to provide grants on a competitive basis for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea-level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.	February 24, 2025 (FY 2024 and FY 2025 Deadline)	80 percent Federal / 20 percent non-Federal

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Match
2025 AARP Community Challenge		Competitive Grant	Communities with jurisdictions of fewer than 50,000 people	<p>*All grant programs emphasize residents age 50+</p> <p>Flagship Grants (not to exceed \$25,000) Projects that: Create vibrant public spaces that improve open spaces, parks, and access to other amenities; deliver a range of transportation and mobility options that increase connectivity, walkability, bikeability, and access to public and private transit; support a range of housing options that increase the availability of accessible and affordable choices; increase digital connections and enhance digital literacy skills of residents; support community resilience through investments that improve disaster management, preparedness, and mitigation for residents</p> <p>Capacity-Building Microgrants \$2,500 grants + additional resources: Disaster preparedness training, walk audits, bike audits, HomeFit Guide modifications</p> <p>Demonstration Grants (not to exceed \$25,000) Enhancing pedestrian safety; expanding high-speed Internet (broadband) access and adoption; reconnecting communities divided by infrastructure; implementing housing design competitions</p>	<p>Application is due by 5 pm ET on March 5, 2025.</p> <p>All projects must be completed by December 15, 2025.</p>	No
Mobility, Access and Transportation Insecurity (MATI) Program	(Round 2) January 13, 2025	Competitive Grant	<p>Communities with jurisdictions of fewer than 50,000 people</p> <p>Non-traditional groups such as community-based organizations or nonprofits</p>	<p>Program seeks to support the planning and development of community-shaped, innovative demonstration projects that can help address issues of transportation insecurity. Transportation insecurity refers to when a person cannot access needed services or destinations comfortably, conveniently, and affordably.</p> <p>Round 2 RFP will focus on rural and small communities. Phase 1 will fund up to 3 applicants to support their development and submission of a plan for a proposed demonstration project to address transportation insecurity (~9 to 12 months).</p>	<p>Expression of interest form is due by 5 pm CDT on March 14, 2025.</p> <p>Full proposal is due by 5 pm CDT on April 30, 2025.</p>	No

Program Name	Period of Availability	Funding Mechanism	Recipients	Program Description	Next Program Milestone	Cost Share/Matc
Rural and Tribal Assistance Pilot Program	2:00 p.m. ET March 4, 2025	Discretionary Grant	<ul style="list-style-type: none"> • Federally recognized Native American Tribal governments <ul style="list-style-type: none"> • City or township governments • Department of Hawaiian Home Lands <ul style="list-style-type: none"> • Special District governments <ul style="list-style-type: none"> • State governments • County governments • Project CANNOT be in a Census Bureau 2020 urban area that has a population of more than 150,000 	<p>\$27 M is available to award for planning and design phase activities for developing transportation projects in rural or tribal communities. Grants will support hiring staff or expert firms to provide technical, legal, or financial assistance to advance transportation projects that would be reasonably expected to be eligible for select Department of Transportation discretionary grant or credit programs. THERE IS NO LOCAL MATCH REQUIRED TO PARTICIPATE IN THIS PROGRAM.</p> <p>Applications are reviewed in the order in which they are received.</p> <p>Grants are awarded on a first-come, first-served basis. Applications can only be submitted through https://www.transportation.gov/buildamerica/RuralandTribalGrants NOT grants.gov.</p> <p>\$10 M available to award single-project grants (\$200,000 min, \$750,000 max)</p> <p>\$17 M available to award multi-community grants (\$500,000 min, \$2.25 M max)</p>	April 3, 2025	No



Next Steps and Future Discussions

- Continue to monitor the release of IJA/BIL funds, share NOFOs
- Provide updates on new programs as they are established and administered
- Discuss specific programs
- Share additional resources

Questions?

E-mail ridwaanasa@cityofws.org

MOVING TIMES

FEBRUARY 2025

WHAT'S INSIDE

- BENEFITS OF WALKING DAILY
- PART INITIATIVES
- FIRST RFF LAUNCH & OTHER FUNDING OPPORTUNITIES
- PROJECT UPDATES
- NEW DIVISION ENGINEER
- TPO WORD FIND & MORE

WINSTON-SALEM AREA TPO QUARTERLY MAGAZINE



BikeWalk NC's Winter Safety Tips for Pedestrians

Winter is challenging in different ways for drivers and pedestrians – bringing joy and clarity. However, shorter days and varied weather conditions can present safety concerns for pedestrians and drivers. Some tips for staying safe while sharing the road include the following.

- **Wear Reflective Gear** – Make yourself stand out by wearing reflective clothing or accessories.
- **Use Lights at Night** – Carry a flashlight or use a wearable light to help drivers see you from a distance in nighttime or low-light conditions.
- **Don't Assume Drivers See You** – Weather conditions like snow, fog, or rain can hamper visibility. Even when you have the right of way, be cautious.
- **Avoid Distractions** – Stay aware of your surroundings and avoid texting, reading, or wearing noise-canceling headphones when near traffic.
- **Stay on the Sidewalk** – If there is no sidewalk, walk facing oncoming traffic and stay as far as possible away from the road.



13 Unexpected Benefits of Walking Daily (via [REALSIMPLE](#))

- Increases energy levels
- Improves heart health
- Lowers stress and improves mood
- Reduces depression
- Controls blood sugar
- Boosts immune function
- Alleviates lower back pain
- Strengthens joints
- Boosts creativity
- Improves posture
- Increases lung capacity
- Improves sleep
- Improves balance and coordination

There are several projects already completed, planned, and underway in our community to facilitate walking.



BikeWalk NC's Economic Benefits of Walkable and Bikeable Communities

Some ways walking and biking infrastructure can help drive economic growth:

Boost Local Businesses

- An [NCDOT study](#) evaluated the economic impact of shared use paths (SUPs) across the state. Their findings revealed that trails like Charlotte's Little Sugar Creek Greenway and Durham's American Tobacco Trail have significantly contributed to local economies through increased visitor spending at nearby businesses.

Increase Property Values

- A [joint study](#) by researchers from Boise State University and NC State University showed that homes near the greenway system experienced property values of up to 12%. The presence of these trails helps improve neighborhood desirability and foster a healthier, more vibrant community.



Attract Talent and Tourism

- Walkable and bikeable communities help strengthen local economies by attracting professionals, families, and visitors to the area. For example, Asheville (North Carolina) has made significant investments in cycling infrastructure, including the development of bicycle lanes and greenways, helping attract outdoor enthusiasts. Per [Asheville on Bikes](#), bike tourists spend an average of \$190 per day and \$43 million per year in the area.

Reduce Transportation Costs

- Bicycle and pedestrian infrastructure reduce transportation costs for individuals and creates safer, more accessible communities. This alternative helps reduce reliance on cars while also helping households save on fuel and vehicle maintenance.

Create Jobs

- Walking and biking infrastructure projects create job opportunities and benefit local economies. NCDOT data shows that a \$2.67 million investment in four shared-use paths supported 790 jobs annually through greenway construction.

America Walks Walking College Fellowship Application Now Open!

This year's application is open from February 3, 2025, until February 28, 2025. Walking College is America Walks' signature training program that strives to strengthen grassroots partnerships to achieve healthier, safer, more accessible streets and communities. There are no restrictions on age or professional background, but priority will be placed on those applying in teams of two to three people, and those representing rural communities that lack access to places to walk. Applicants must demonstrate a general understanding of an interest in the importance of walkability and a desire to effectively improve walkability. The fellowship will run from May to September. Participants must attend a one-hour online discussion with their group every three weeks, participate in a virtual coaching session with their mentor once every three weeks, and complete an action plan outlining a problem and a series of steps for improving walkability in their community by the fellowship's conclusion. For more information including submitting your application, check out the [America Walks Walking College page](#).

Don't Call it a Comeback... PART's Ride the Triad Initiative

The PARTnership Program first began in 2017 as a way to incentivize public transportation for employees working in downtown Winston-Salem while the Salem Parkway was under construction. After the Salem Parkway was completed and the COVID-19 pandemic upended life as we know it, the program went dormant. Now, post-pandemic, with PART ridership recovering, the PARTnership Program has given rise to the Ride the Triad initiative. Ride the Triad serves as a sustainable commuter option by helping reduce parking demand, lower transportation costs, and provide an alternative to single-person travel. In addition to free membership, other benefits include a Customized Commuter Options report, access to vanpool discounts, guidance on commuter tax benefits, eligibility for the Emergency Ride Home program, and employer recognition with the Commute Friendly NC program. Businesses, government units, or educational institutions interested in PARTicipating can contact PART at PARTnership@PARTnc.org.

Regional Flexible Funding Program (RFF) Application Is Open!

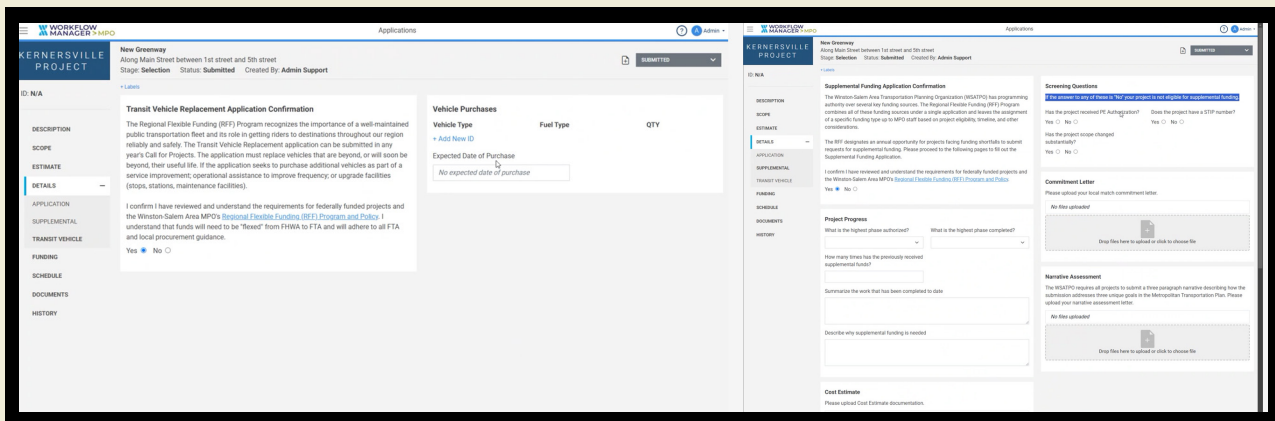
The pilot Regional Flexible Funding Program call for projects launched on January 31, 2025. This call for projects is specifically for supplemental funding and transit vehicle replacements ONLY, so no new projects are being considered at this time. There is \$15,000,000 in Surface Transportation Block Grant – Any Area (STBG-ANY) funding available for this call. The application period is ending on March 3, 2025. More details regarding RFF and this call for projects are available [here](#).

Workflow Manager Is Ready for Action!

On February 11, 2025, more than 25 members of the TPO staff and member agencies gathered to see a demonstration of the Workflow Manager database and learn how to submit an application, specifically for replacing a transit vehicle or supplemental funding. Additional functions are underway, but Workflow Manager will be the platform going forward for applying for all funding.



All WSATPO member agencies should have an account with Workflow Manager, but in case of any issues (or more general funding questions about the RFF), please contact Hunter Staszak (hunters@cityofws.org, 336-747-6894, 743-900-3384).



Planning Updates

Village of Clemmons

Village Transportation Plan

- Funded through a Surface Transportation Block Grant Direct Attributable (STBG-DA)
- Consulting Team: Kimley-Horn and Associates, Inc., Toole Design Group, LLC
- Project website: www.clemmonsmoves.com
- Project Timeline:
 - Understanding the State of Mobility | Fall 2024
 - Understanding how the Village moves, including an analysis of demographics, commute patterns, and existing infrastructure
 - Community identification of strengths, weaknesses, and opportunities of the existing transportation system
 - Identifying Investment Priorities and Catalytic Projects | Winter 2024-2025
 - Developing priority investment networks for each mode
 - Identifying a set of major projects with larger long-term impacts on the transportation network
 - Project Prioritization and Policy Development | Summer 2025
 - Prioritizing identified projects for implementation
 - Developing policies and procedures that can support the recommendations of the Plan.
 - Anticipated Village Council Adoption | June 2025

Unified Development Ordinance (UDO)

- Funded by the Village of Clemmons
- Consulting Team: Clarion, Brian Ferrell
- Project website: www.clemmonsudo.org
- Project Timeline:
 - Code Assessment | October – December 2024
 - UDO Draft Development (2 phases) | January – June 2025
 - Test Cases UDO Draft Development | June – August 2025
 - Anticipated Village Council Adoption | October 2025

Safe Streets and Roads for All Safety Action Plan

- Funded through a Federal Highways Administration 2022 Safe Streets and Roads for All (SS4A) Safety Action Plan Grant
- Consulting Team: Kittelson and Associates and Planning Communities
- Project Timeline:
 - Existing Conditions and Document Review | September 2024 – January 2025
 - Summary of Existing Safety Policies
 - Data Evaluation
 - Safety Performance
 - Existing Conditions Plan
 - Equity Considerations | September 2024 – August 2025
 - Verification of Equity Considerations
 - Policy and Process Changes | February – March 2025
 - Review and Recommendations of Policy and Process Changes
 - Strategy and Project Selection | February – July 2025
 - Develop Countermeasures
 - Prioritization and Funding
 - Implementation Plan
 - Safety Plan Development | July – October 2025
 - Anticipated Village Council Adoption | October 2025

Safe Streets and Roads for All Safety Americans with Disabilities Transition Plan

- Funded through a Federal Highways Administration 2022 Safe Streets and Roads for All (SS4A) Supplemental Planning Grant
- Consulting Team: Kimley-Horn, DLZ National, and Deepwalk Research
- Project Timeline:
 - Data Collection | December 2024 – May 2025
 - Self-Evaluation | March – May 2025
 - Transition Plan and Implementation Plan Development | May – September 2025
 - Monitoring Plan and Staff Training | August – September 2025
 - Anticipated Village Council Adoption | September 2025

Project Updates

Davidson County Transportation System (DCTS)

Community Transportation Service Plan

The project consultant, Kimley-Horn and Associates, Inc. continues to work on the update and review of current routes. Their final report is expected in the next 30 to 60 days.

MicroTransit Feasibility Study

NCDOT Integrated Mobility Division's Planning team contracted with AECOM to conduct a feasibility study for MicroTransit for Davidson County. Their final report is in the review stage and is expected to be delivered within the next 30 days.

Lexington Bus Stop Improvement Project

DCTS is partnering with the City of Lexington on this project. Sites for bus shelters have been identified and DCTS is in the process of contacting site owners for approval to move forward with site plans, etc. DCTS has received six bus shelters from Jericho Palm in Thomasville.

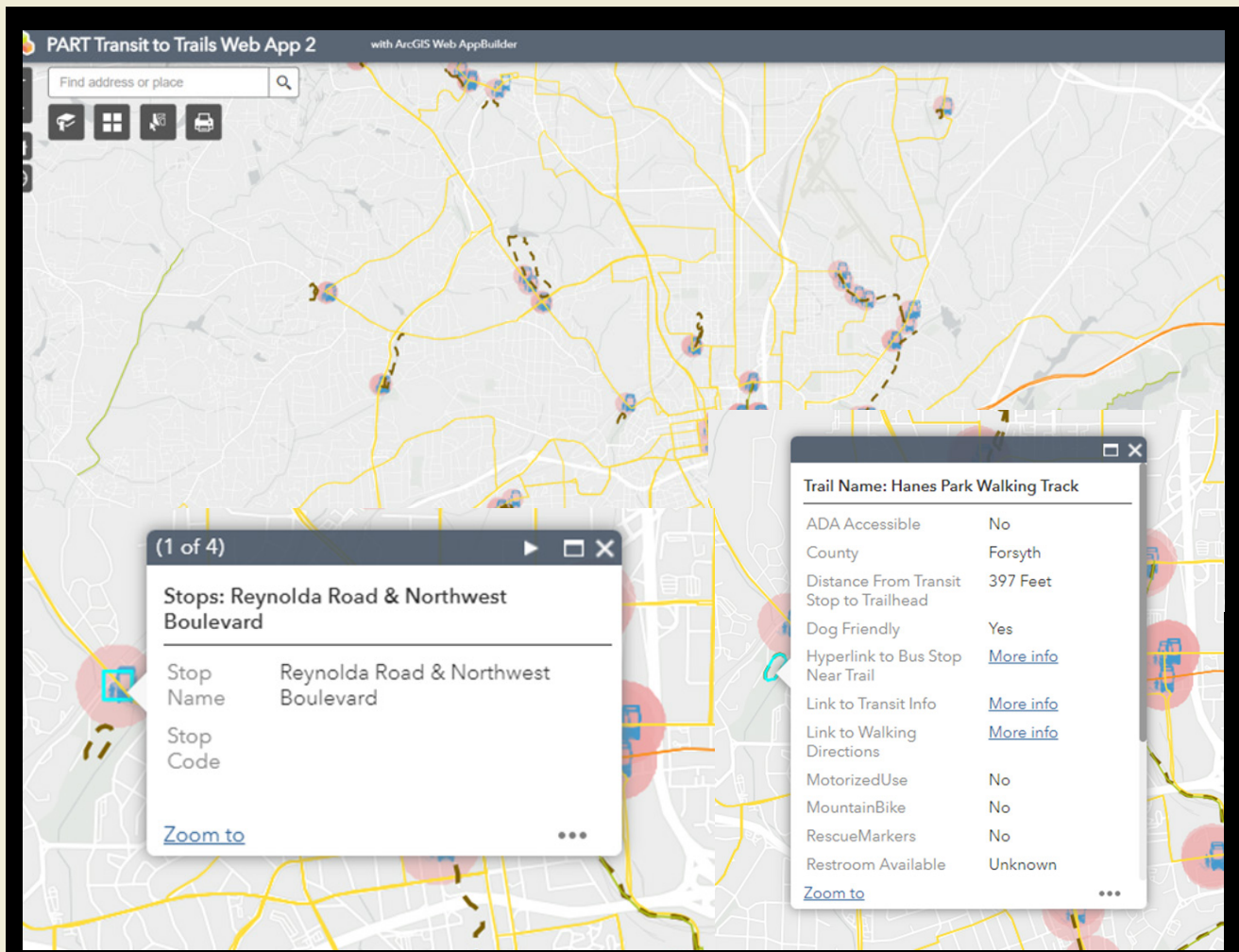


DCTS received two replacement cutaway buses in the second quarter. The bus replacements were partially funded through the Bus and Bus Facilities grant (5339[a]) and managed through NCDOT's Integrated Mobility Division (IMD).



PART's Trails to Transit Initiative

PART's Trails to Transit initiative is one way to help connect bus riders to the wide variety of trails and greenways in the region that are within 1/4th of a mile of a bus stop. To help expand Transit to Trails, signs are being installed to mark the access points. These 12-inch signs are being installed on existing bus stop posts for ease of access. Travelers are encouraged to visit RideTheTriad.org to help with trip planning. This resource provides access to the [interactive map](#) that shows the transit and vanpool routes within PART's service area as well as the [Trails to Transit map](#) showing the closest trail or greenway to each stop. Travelers can also connect directly to PART's transit partners (e.g., WSTA, Davidson County Transportation System) and other commuting resources like PART's vanpool, Share the Ride NC, and Amtrack.



Smith Reynolds Airport

Taxiway Alpha Rehabilitation

Taxiway Alpha at Smith Reynolds Airport was in need of rehabilitation and the North Carolina Department of Transportation – Division of Aviation (NCDOT-DOA) allocated funds for the project. Taxiway Alpha is the longest taxiway and runs parallel to Runway 15-33. It is over 1 mile long and 60 feet wide. To complete the project in 66 days, Sharpe Brothers, a Division of Vecellio & Grogan milled and removed 6 inches of asphalt down to the concrete base and then laid down 6 inches of new P-401 asphalt. This equated to approximately 23,800 tons of new asphalt.

To fund the project, the NCDOT Board approved a grant in the amount of \$7,427,700, with a local match of \$825,300. The M/WBE goal was 2% and the base bid included a 3.37% Minority/Women Business Enterprise (M/WBE) participation. Avcon Engineers & Planners designed the project and provided construction phase services. This project has been a long time coming and no one is more excited than the County staff at the Airport. The pavement had been failing for years, and the airfield maintenance staff did an amazing job keeping the pavement surface usable with crack sealing and other maintenance patch work.



City of Winston-Salem

Polo Road

The Polo Road Sidewalk project is nearing completion. The sidewalk is complete and so are the concrete islands and the resurfacing of the roadway. The remaining work to be completed is finishing the thermoplastic pavement markings, finishing up signal work at the intersections of Polo Road and Reynolda Road, and Polo Road and Long Drive, and any punch-list items such as cracked sidewalk panels, damages, etc.



Multi-Use Path – Eastern Section

MUP-East is also making steady progress. The pedestrian bridge work will start soon near Liberty Street and will take a few months to complete. Some of the mostly completed portions are below.



Muddy Creek Greenway Repairs

Construction vehicles you may see in Jamison Park later this year indicate improvements are underway along the Muddy Creek Greenway in Winston-Salem. Streambank erosion has damaged the greenway in two locations south of Jamison Park near Meadowlark Elementary School. The City has installed concrete barriers in these areas and is working with Freese and Nichols, Inc. to design a long-term solution. The repairs involve several elements: shifting the greenway at these two locations further away from the streambank; re-grading the banks and planting native vegetation; and installing log structures in the creek to redirect flow away from the bank to help reduce future erosion.



With these combined improvements, the greenway is expected to be stable and useable for the long haul. Construction is scheduled to start later in 2025 and will take about three months. About 1/3 mile of the greenway will be temporarily closed south of Jamison Park. Access to the greenway on the north side of Jamison Park heading toward Robinhood Road will remain open. The park will remain open, though you might see construction vehicles traveling through the park to the project site. Once construction is complete, the full greenway will be reopened.



Funding Opportunities

Program Name	Description	Deadline
<u>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program</u>	Competitive grant program for projects that seek to strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, heat waves, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure	February 24, 2025
<u>AARP Flagship Grants</u>	<ul style="list-style-type: none"> - Grants open to nonprofit organizations and government entities, others considered on a case-by-case basis (no individuals or for-profit organizations) - Grants will not exceed \$25,000 - Projects that benefit residents especially those age 50 and older that: <ul style="list-style-type: none"> • Create vibrant public spaces • Deliver a range of transportation and mobility options • Support a range of housing options • Increase digital connections • Support community resilience 	March 5, 2025, 5 p.m. ET

Program Name	Description	Deadline
<u>AARP Capacity Building Microgrants</u>	<ul style="list-style-type: none"> - Grants open to nonprofit organizations and government entities, others considered on a case-by-case basis (no individuals or for-profit organizations) \$2,500 grants will be combined with additional resources - Projects that benefit residents especially those age 50 and older in the following categories: <ul style="list-style-type: none"> •Disaster Preparedness Training •Walk Audits •Bike Audits •HomeFit Guide Modifications 	March 5, 2025, 5 p.m. ET
<u>AARP Demonstration Grants</u>	<ul style="list-style-type: none"> - Grants open to nonprofit organizations and government entities, others considered on a case-by-case basis (no individuals or for-profit organizations) - Grants will not exceed \$25,000 - Projects that benefit residents, especially those age 50 and older in the following categories: <ul style="list-style-type: none"> •Enhance pedestrian safety •Expand high-speed internet (broadband) access and adoption •Reconnect communities divided by infrastructure •Implement housing design competitions 	March 5, 2025, 5 p.m. ET

Program Name	Description	Deadline
<u>Rural and Tribal Assistance Pilot Program</u>	<ul style="list-style-type: none"> - Program awards grants for planning and design phase activities for developing transportation projects in rural or tribal communities. - State governments; city or township governments; special district governments; federally recognized Native American tribal governments; Department of Hawaiian Home Lands are eligible. - No local match - First come, first served 	<p>Applications will open at 2 p.m. ET on March 4, 2025, and close on April 3, 2025, at 4:59 p.m.</p>
<u>Mobility, Access and Transportation Insecurity (MATI) Program Round 2</u>	<ul style="list-style-type: none"> - Funded by the FTA and managed by the University of Minnesota - Seeks to support the planning and development of community-shaped, innovative demonstration projects that can help address issues of transportation insecurity. - Jurisdiction of fewer than 50,000 people - Transportation insecurity is experienced when a person cannot access needed services or destination comfortably, conveniently, and affordably. - Phase 1 will fund up to 3 applicants, who will receive up to \$100,000 to support the development and submission of a plan for a proposed demonstration project to address transportation insecurity. - Phase 2 will fund 1 applicant for the full deployment of the proposed demonstration (up to \$600,000). 	<p>Expression of Interest due March 14, 2025 Full Proposal due April 30, 2025</p>

Program Name	Description	Deadline
<u>Bridge Investment Program – Large Bridges</u>	<ul style="list-style-type: none"> - Competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. - Total eligible project costs over \$100 M - \$50 M minimum, 50% of total eligible project costs maximum - States, federal lands management agencies, MPOs, and local and tribal governments are eligible. 	November 1, 2025

Staff Update

John Rhyne Begins as Division 9 Engineer

John Rhyne originally hails from Lewisville in Forsyth County, although he currently calls Davie County home. He enjoys hiking, camping, hunting, fishing, anything involving the outdoors, spending time with family, and traveling. John officially began as the new Division Engineer at NCDOT Division 9 on January 1, 2025. Prior to that, he worked alongside Pat Ivey as the Deputy Division Engineer.

His transition to his new role has been relatively seamless in part due to the supportive staff and the contacts that he has cultivated over his more than three decades with NCDOT. There is no “typical” workday for John, because every day is different. He interacts with the public often and communicates extensively. He is currently asking lots of questions and getting more familiar with the role.

During his nearly 10-year tenure as District Engineer, John interacted with a lot of interested parties. At times, it was challenging to strike that delicate balance of looking out for the public interest while also working with the development community to find solutions that work for everyone.



Over his 27 years working in Division 9, John is proud of the transportation improvements NCDOT has made. From small two-lane projects to major improvements in the Transportation Improvement Program, he believes they have served the citizens well. Roundabouts are among John's favorite projects, and he got to be involved in one of North Carolina's first. NCDOT started installing roundabouts in the early 2000s as intersection improvements, and he believes they did a good job introducing them to the public. Given the right situation and metrics, roundabouts have proven to be very effective traffic calming measures.



Some important lessons that have served John well over the years are as follows. Communication is the key to positive outcomes. Listen more than you talk, especially with new concepts and stakes. Don't go into a problem thinking you know the solution. Talk to people and work through it. Surround yourself with people smarter than you. Don't be afraid to try something new. Something major John is looking forward to is resuming and finishing the eastern section of the Beltway.

John, based on your many years with NCDOT, this is hardly a "welcome" in the traditional sense. It's more like "welcome back," but with more responsibilities and a bigger office. We are thankful for your hard work thus far, and looking forward to all the great things that you will continue to do. Thank you for taking the time to chat with us and let us get to know you better.

Upcoming Events

Wednesday, February 12, 2025

4:00 p.m. – 5:30 p.m.

Bicycle/Pedestrian/Active Mobility Advisory Committee (BPAMAC)
Meeting

Union Station (300 S Martin Luther King Jr. Drive, Winston-Salem,
NC 27101)

Thursday, February 20, 2025

2:00 p.m. – 4:00 p.m.

Regular Meeting of the Technical Coordinating Committee (TCC)
Arnold G. King Public Meeting Room/5th Floor Conference Room
(Bryce A. Stuart Municipal Building)

100 East First Street, Winston-Salem, NC 27101

4:15 p.m. – 5:45 p.m.

Regular Meeting of the Transportation Advisory Committee (TAC)
Virtual (Zoom)

Wednesday, March 3, 2025

5 p.m. – 7 p.m.

Long Branch Trail Phase II Public Meeting
Martin Luther King Jr. Community Center (2001 Pittsburgh Ave,
Winston-Salem, NC 27105)

Wednesday, March 12, 2025

4:00 p.m. – 5:30 p.m.

Bicycle/Pedestrian/Active Mobility Advisory Committee (BPAMAC)
Meeting

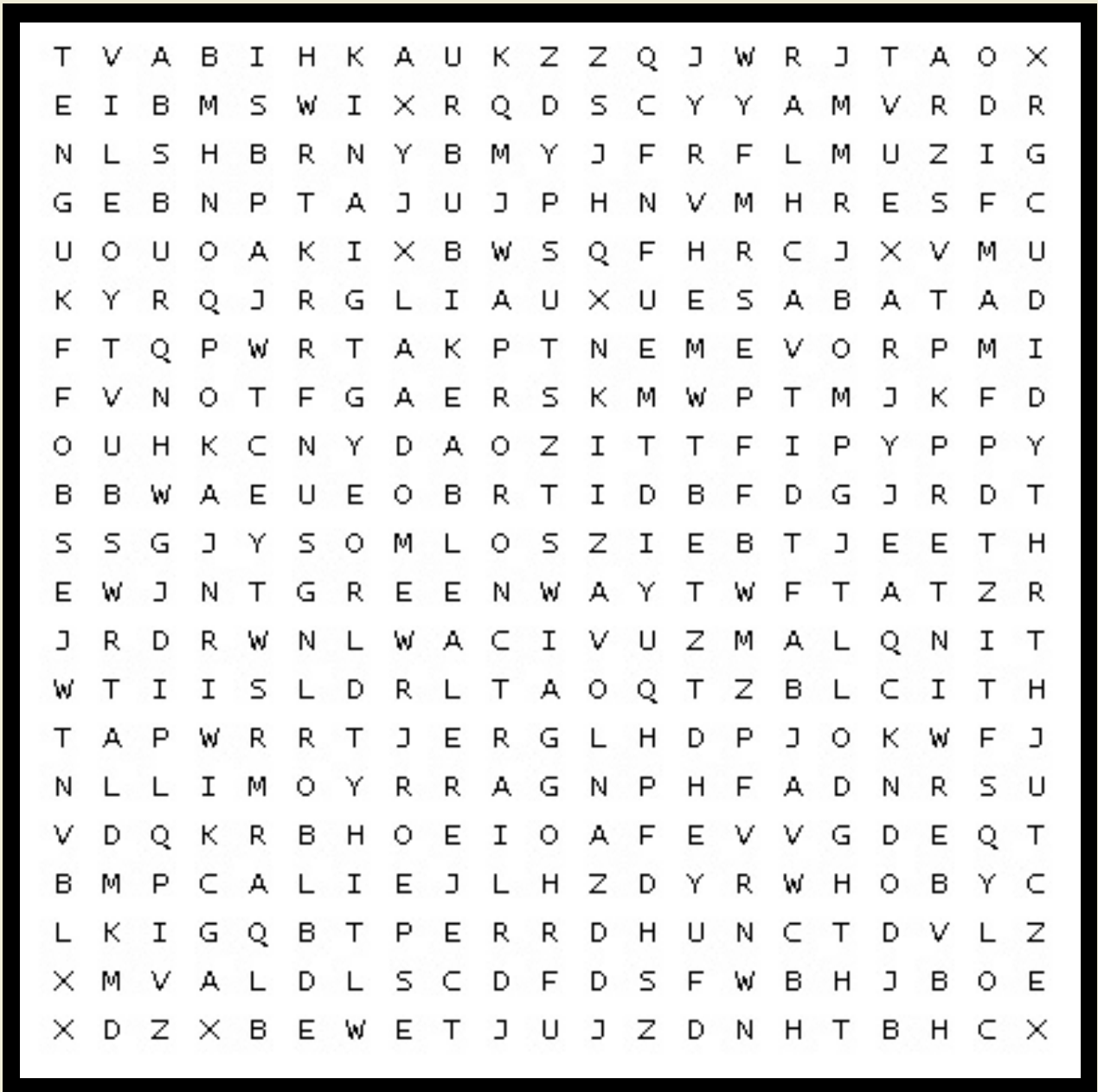
Virtual (Teams)

WSATPO Word Find

Find the following words. Have fun!

AIRPORT
BIKEABLE
DATABASE
GREENWAY
IMPROVEMENT
MICROTRANSIT
PEDESTRIAN

REPLACEMENT
SIDEWALK
TRAIL
TRANSIT
WALKABLE
WINTER



TAC

Voting Members

Mike Horn, TAC Chairman
Mayor, Town of Lewisville
Denise D. Adams, TAC Vice Chair
Mayor Pro Tem, City of Winston-Salem
Robert Clark
Council Member, City of Winston-Salem
Vivian Joiner
Council Member, City of Winston-Salem
Dan Besse
Commissioner, Forsyth County
Mike Brannon
Mayor, Town of Bermuda Run
Brent Rockett
Mayor, Town of Bethania
Bradley Taylor
Council Member, Village of Clemmons
Bill Apple
Mayor Pro Tem, Town of Kernersville
Tyler Bowles
Council Member, City of King
John E. Byrum
Mayor, Town of Midway
Allen Joines
Mayor, City of Winston-Salem
Mark Lane
Councilman, Town of Rural Hall
Myron Marion
Mayor, Village of Tobaccolville
Wesley Hutchins
Mayor Pro Tem, Town of Walkertown
Allen Todd
Mayor, Town of Wallburg

Matt Mizell
Commissioner, Davidson County
Benita Finney
Commissioner, Davie County
Rick Morris
Commissioner, Stokes County
Andrew Perkins Jr.
Member, North Carolina Board of Transportation
Willie L. Clark, Jr.
Board Member, Winston-Salem Transit Authority

Non-Voting Members

Kelly Garvin
Secretary to the TAC,
Assistant Director of
Transportation,
Winston-Salem Department
of Transportation
John Hanes
Transportation Principal
Planner, Winston-Salem
Department of Transportation
Chris Leak
Chairman, City-County
Planning Board
Nick Morrison
Planning & Environmental
Specialist, FHWA North
Carolina Division
Yolanda K. Jordan
Division Administrator,
Federal Highway
Administration

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David Torres - Transit Contract Manager, Winston-Salem Department of Transportation - 336-747-6872, davidtor@cityofws.org

Maddie Burgiss - Transportation Project Planner, Winston-Salem Department of Transportation - 336-747-7353, maddieb@cityofws.org

Project Update

February 4, 2025

The 2050 MTP aims to define a 20-year vision for enhancing transportation safety, mobility, and connectivity in the Winston-Salem region. The planning process is divided into multiple tasks, including project management, community engagement, existing conditions assessment, plan development, and prioritization, with federal compliance and financial planning components.

Community Engagement

- Conducted Phase 1 engagement activities, including online surveys with 567 participants and 12,049 data points.
- Organized five regional pop-up events at local fairs and community events.
- Completed five stakeholder interviews with sectors including education, health, housing, and mobility.
- Priorities identified from engagement include safety, travel options, congestion relief, equity, maintenance, and economic development.

Existing Conditions Assessment

- Reviewed data from the 2045 MTP, including demographic trends, roadway conditions, and multimodal infrastructure.
- Collected and analyzed data on transportation safety, environmental justice, and Intelligent Transportation Systems (ITS).

Plan Development

- Reassessed the vision, goals, and performance measures from the previous MTP.
- Worked with jurisdictions to generate an unconstrained list of projects.

Ongoing Prioritization and Next Steps

- Developing a revised project prioritization methodology based on public engagement and federal guidelines.
- Creating the financial plan to fiscally constrain the list of recommended projects to expected funding.

Community Feedback Highlights

- **Safety & Maintenance:** Addressing high-crash areas and ensuring long-term infrastructure durability.
- **Equity & Accessibility:** Improving access for underserved populations and integrating transportation with housing.
- **Multimodal Needs:** Enhancing bike, pedestrian, and public transit infrastructure.

ACRONYMS

TRANSPORTATION ACRONYMS/ABBREVIATIONS

<u>ACRONYM</u>	<u>CORRESPONDING TERM</u>
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State and Highway Transportation Officials
ACTT	Accelerated Construction Technology Transfer
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AFV	Alternative Fuel Vehicle
AICP	American Institute of Certified Planners
AMPO	Association of Metropolitan Planning Organizations
APTA	American Public Transportation Association
AQCDR	Air Quality Conformity Determination Report
AQI	Air Quality Index
ARID	Attribute Road Inventory Database
ASLA	American Society of Landscape Architects
AVL	Automatic Vehicle Locator
B/C	Benefit/Cost Ratio
BGMPO	Burlington-Graham Metropolitan Planning Organization
BMP	Best Management Practices
CAA/CAAA	Clean Air Act/Clean Air Act Amendments of 1990
CAD	Computer Assisted Design
CBD	Central Business District
C ³	Creative Corridors Coalition
CCPB	City-County Planning Board
CDP	Census Designated Place
CE	Categorical Exclusion
CEI	Construction Engineering and Inspection Services
CERCLA	Comprehensive Environmental Response, Compensation & Liability Act
CFR	Combined Federal Register
CIA	Community Impact Assessment
CIP	Capital Improvements Program
CMAQ	Congestion Mitigation and Air Quality Program
CMP/CMS	Congestion Management Processes/System
CO	Carbon Monoxide
CSS/CSD	Context Sensitive Solutions/Context Sensitive Design
CTP	Comprehensive Transportation Plan
CTPP	Census Transportation Planning Package
DAQ/NCDAQ	(North Carolina) Division of Air Quality (Division of NCDENR)
DEIS	Draft Environmental Impact Statement
DENR/NCDENR	(North Carolina) Department of Environment & Natural Resources
DBE	Disadvantaged Business Enterprise
DHV	Design Hour Volume
DMU	Diesel Multiple Unit
EAC	Early Action Compact
EIS/EA	Environmental Impact Statement/Environmental Assessment
EJ	Environmental Justice
EPA/USEPA	(United States) Environmental Protection Agency
EO	Executive Order
FAA	Federal Aviation Administration
FAQs	Frequently Asked Questions
FCAC	Forsyth County Airport Commission
FCOEAP	Forsyth County Office Environmental Assistance and Protection
FFC	Federal Functional Class

FFY	Federal Fiscal Year (Oct. 1 – Sept. 30)
FHWA	Federal Highway Administration
FY	Fiscal Year (July 1 – June 30) (State/Local)
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
GPS	Global Positioning System
GUAMPO	Greensboro Urban Area Metropolitan Planning Organization
HCM	Highway Capacity Manual
HOT	Heart of the Triad
HOT Lanes	High Occupancy Toll Lanes
HOV	High Occupancy Vehicle
HPMPO	High Point Metropolitan Planning Organization
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance Program
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
IVHS	Intelligent Vehicle Highway Systems
JARC	Job Access and Reverse Commute Program
LEDPA	Least Environmentally Damaging Preferred Alternative
LEED	Leadership in Energy and Environmental Design
LEP	Limited English Proficiency
LGE	Local Government Entity
LPM	Local Program Manager or Management
LPMO	Local Program Management Office
LOS	Level of Service
LPA	Lead Planning Agency
LRT	Light-Rail Transit
LRTP	Long Range Transportation Plan
MAB	Metropolitan Area Boundary
MAC	Metro Activity Center
MAP-21	Moving Ahead for Progress in the 21 st Century
MIS	Major Investment Study
MLI	Minority and Low Income (Populations)
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standards
NCAMPO	North Carolina Association of Metropolitan Planning
NCAPA	Organizations North Carolina Chapter of the American Planning
NCARPO	Association North Carolina Association of Rural Planning
NCBOT	Organizations North Carolina Board of Transportation
NCDAQ	North Carolina Division of Air Quality
NCDENR	North Carolina Dept. of Environment & Natural Resources
NCDOT	North Carolina Department of Transportation
NCSITE	North Carolina Section of the Institute of Transportation Engineers
NEI	National Emission Inventory
NEPA	National Environmental Protection Act

NHS	National Highway System
NLEB	Northern Long-Eared Bat
NOx	Nitrogen Oxide
OCT	Overall Contract Time
O/D	Origin/Destination
PART	Piedmont Authority for Regional Transportation
PDB	Program Development Branch (of NCDOT)
PDS	Planning and Development Services (City-County Planning & Inspections)
PE	Professional Engineer or Preliminary Engineering
PEDA	Project Development and Environmental Analysis Branch (of NCDOT)
PEF	Private or Professional Engineering Firm
PIDS	Project Information Data Sheet
PL Funds	Funds for transportation planning designed under <u>Public Law</u> 93-87, the Federal Highway Act of 1973
PM	Project Manager
PM 2.5	Particulate Matter 2.5 Microns in Size
PMP	Program Management Plan
PPP or P³	Public Participation Policy
PS&E	Plans, Specifications & Engineering or Estimates
PTD	Public Transportation Division (of NCDOT)
PTRC	Piedmont Triad Regional Council
PTRM	Piedmont Triad Regional Model
RED	Real Estate Disclosure form
RFP/RFQ	Request for Proposals/Request for Qualifications
ROD	Record of Decision
ROW	Right of Way
RPO	Rural Planning Organization
SA	Supplemental Agreement
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEI	Statement of Economic Interest
SIP	State Implementation Plan
SHPO	State Historic Preservation Office
SHRP	Strategic Highway Research Program
SMF	Strategic Mobility Formula
SOV	Single Occupant/Occupancy Vehicle
SPOT	Strategic Planning Office of Transportation (of NCDOT)
SPR	Statewide Planning and Research
SRTS	Safe Routes to School
STI	Strategic Transportation Investments
STIP	State Transportation Improvement Program
STP-DA	Surface Transportation Program – Direct Attributable
STP-EB	Surface Transportation Program – Enhancements
TAC	Transportation Advisory Committee
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TEA	Transportation Equity Act
TCC	Technical Coordinating Committee
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TDP	Transportation Development Plan
TSM	Transportation System Management
TEA-21	Transportation Equity Act for the 21 st Century
TIGER (line data)	Topologically Integrated Geographic Encoding and Referencing
TIGER	Transportation Investment Generating Economic Recovery

TIP	Transportation Improvement Program
TIS	Transportation Impact Study
TMA	Transportation Management Area
TPB	Transportation Planning Branch (of NCDOT)
TRANSCAD	Transportation Computer Assisted Design
TRB	Transportation Research Board
UAB	Urbanized Area Boundary
UA	Urbanized Area or Urban Area
UC	Urban Cluster
UDO	Unified Development Ordinances
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
USEPA/EPA	(United States) Environmental Protection Agency
UZA	Urbanized Area
V/C Ratio	Volume/Capacity Ratio
VHP	Vehicles Per Hour
VHT	Vehicle Hour Traveled
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VOR	Vehicle Occupancy Rate
WFIQ	Wake Forest Innovation Quarter
WSDOT	Winston-Salem Department of Transportation
WSMAB	Winston-Salem Metropolitan Area Boundary
WSTA	Winston-Salem Transit Authority
WSATPO	Winston-Salem Area Transportation Planning Organization
WSUA	Winston-Salem Urban Area